

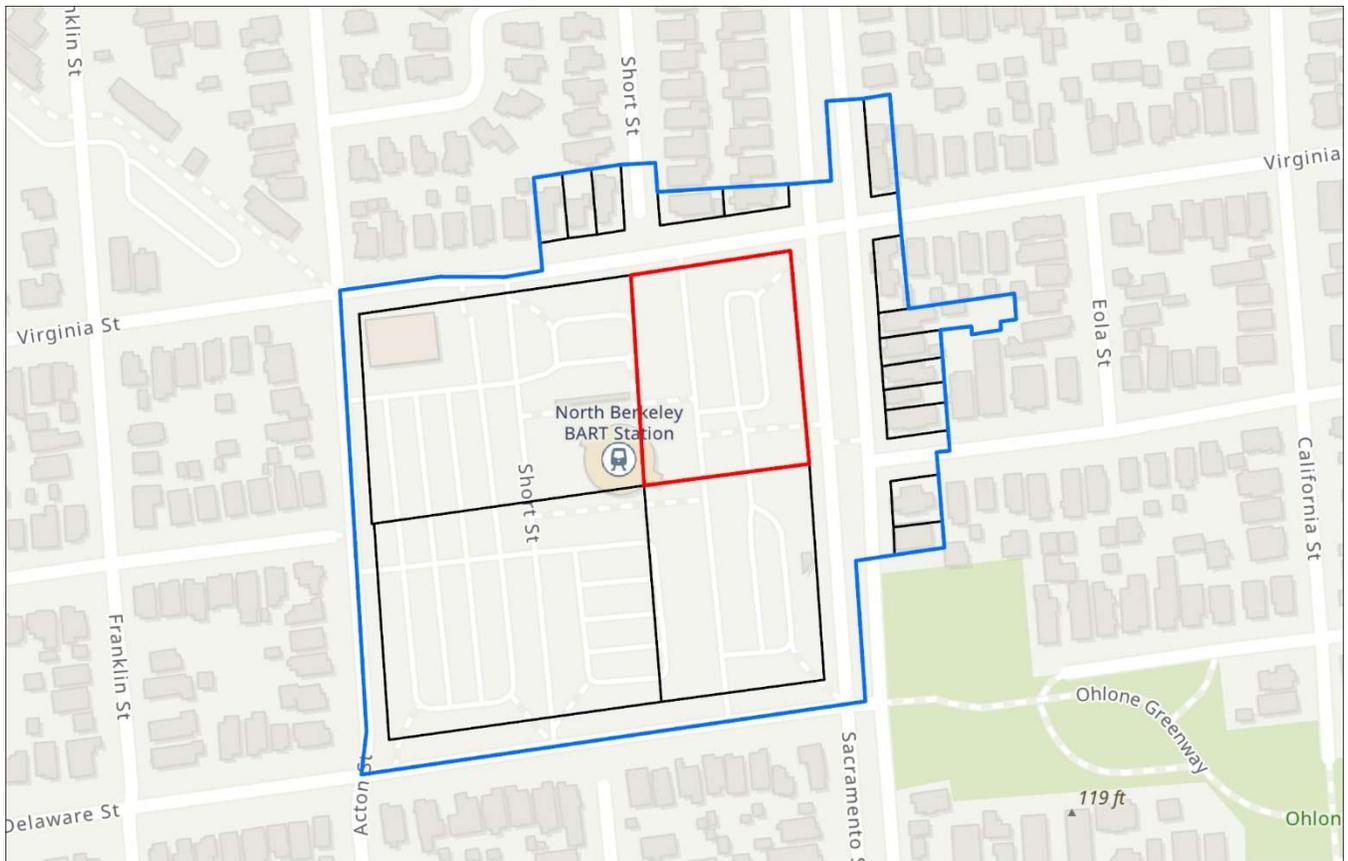
Final Report - Revised

# NORTH BERKELEY BART PERMANENT SUPPORTIVE HOUSING PROJECT, BERKELEY, ALAMEDA COUNTY, CALIFORNIA

## Cultural Resources Survey Report

Prepared for  
North Berkeley PSH Partners, LP

April 2025





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**March 2025**

**Authors:**

Johanna Kahn, M.Ar.H.  
Alison Garcia Kellar, M.S.  
Antonette Hrycyk, M.S.  
Amy Langford, Ph.D.  
Becky Urbano, M.S.  
Matthew A. Russell, Ph.D., RPA

**Project Location:**

USGS: Oakland West, CA (2021) and Richmond, CA (2021)

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



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# **North Berkeley BART Permanent Supportive Housing Project Cultural Resources Survey Report**

Authors: Kahn, Johanna, Alison Garcia Kellar, Antonette Hrycyk, Amy Langford, Becky Urbano, and Matthew A. Russell

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# STATEMENT OF CONFIDENTIALITY

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## North Berkeley BART Permanent Supportive Housing Project Cultural Resources Survey Report

This Cultural Resources Survey Report identifies the properties over the recommended 45 years of age associated with the North Berkeley BART Permanent Supportive Housing Project located 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.

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# EXECUTIVE SUMMARY

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## North Berkeley BART Permanent Supportive Housing Project Cultural Resources Survey Report

This Cultural Resources Survey Report (CRSR) documents the methods and results of a cultural resources inventory completed for the North Berkeley BART Permanent Supportive Housing Project (project) in Berkeley, California.

North Berkeley PSH Partners, LP, a joint venture between Bridge Housing Corporation and Insight Housing, proposes to develop affordable housing on a 0.28-acre portion of a 1.5-acre parcel (Assessor Parcel Number [APN] 058-2149-019-04) with frontage on Virginia and Sacramento streets in Berkeley, California. North Berkeley PSH Partners, LP, is seeking various affordable housing-related vouchers from the Berkeley Housing Authority (BHA). These vouchers 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 the group of buildings appear to constitute or contribute to a known or potential National Register Historic District. As such, ESA recommends a finding of **No Historic Properties Affected** for the project.

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# CHAPTER 1

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## Introduction

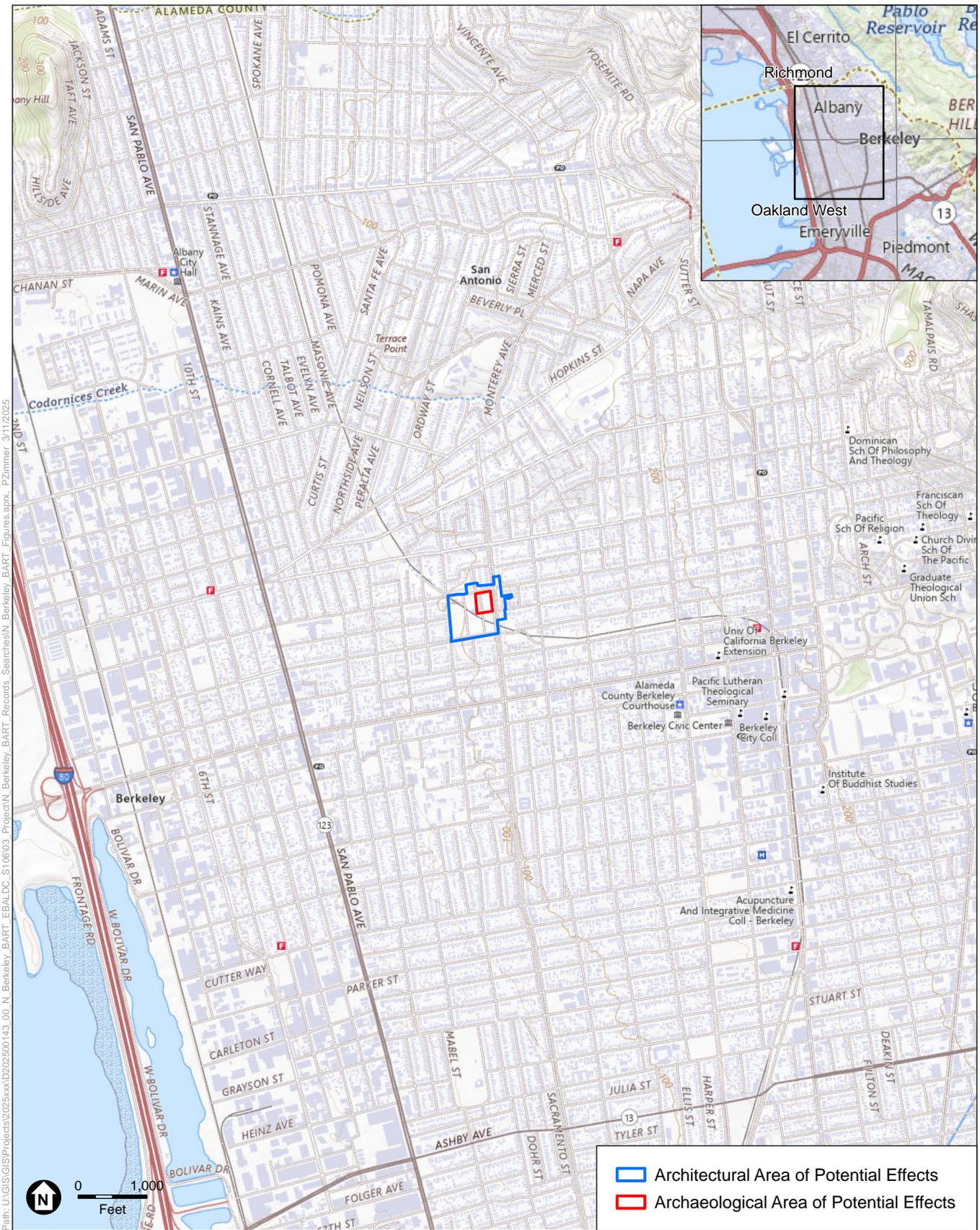
This Cultural Resources Survey Report (CRSR) documents the methods and results of a cultural resources inventory completed for the North Berkeley BART Permanent Supportive Housing Project (project) in Berkeley, California. North Berkeley PSH Partners, LP, proposes to develop the 100% affordable housing project on a 0.28-acre portion of the 1.5-acre parcel (Assessor Parcel Number [APN] 058-2149-019-04). The irregular project site has frontage on Virginia and Sacramento streets and currently contains a paved parking lot associated with the North Berkeley Bay Area Rapid Transit (BART) station. North Berkeley PSH Partners, LP, is seeking various types of housing vouchers from BHA. These vouchers 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 U.S. Geological Survey (USGS) Oakland West and Richmond 7.5-minute topographic quadrangles 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 cultural resources (including both architectural and archaeological 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); 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.



SOURCE: USGS National Map, 2025

**Figure 1**  
Project Location and Vicinity

# CHAPTER 2

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## Project Background

### Project Description

North Berkeley PSH Partners, LP, proposes to develop an affordable housing project on a 0.28-acre portion of the 1.5-acre parcel (Assessor Parcel Number [APN] 058-2149-019-04) in Berkeley, California. The rectangular project site has frontage on Virginia and Sacramento streets.

The project site currently contains a paved parking lot associated with the North Berkeley BART station. The proposed project includes 85 units of permanent supportive housing within a six-story, 49,133 square-foot building located at the northeast corner of the lot. The 85 dwelling units included a mix of studios and one-bedroom units. Other building components include supportive services spaces, a commercial kitchen for residents' food services, bicycle parking and private open space including a plaza with seating. The project will be 100% affordable to low-income, very low-income, and extremely low-income occupants.<sup>1</sup>

### Federal Regulatory Framework

Because the project is seeking funding in the form of HUD-backed housing vouchers, 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

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<sup>1</sup> City of Berkeley Department of Planning and Development, "1750 Sacramento Approval Letter (PLN 2024-0010)," December 11, 2024, 2–3.

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.

## 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

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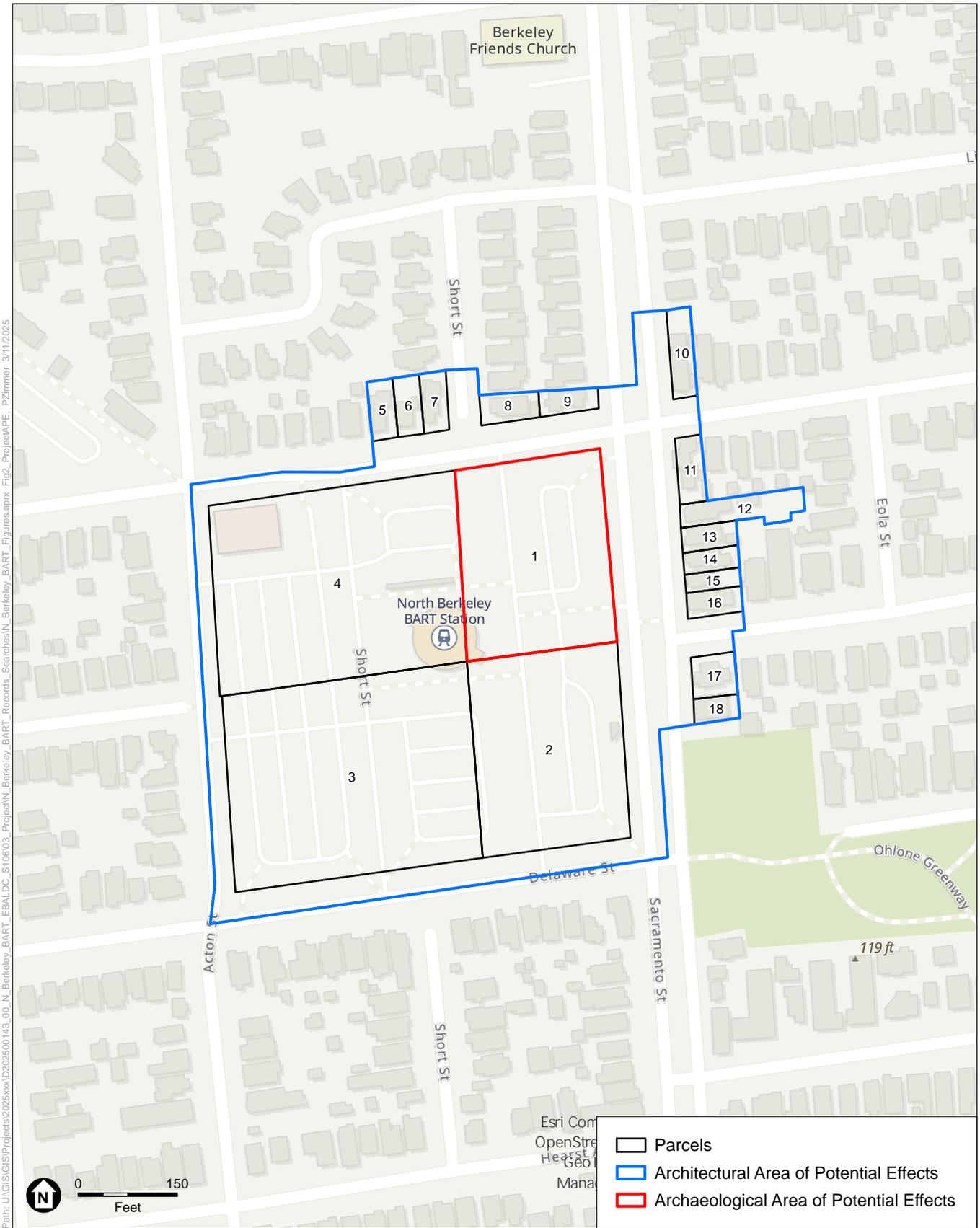
<sup>2</sup> California State Office of Historic Preservation, “Instructions for Recording Historical Resources,” March 1995, 2, accessed February 28, 2025, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

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 parcel that comprises the project site (APN 058-2149-019-04), the three contiguous parcels on the same block (APNs 058-2146-016-05, 058-2147-018-05, and 058-2148-017-04), and the 14 parcels directly across Virginia Street to the north and Sacramento Street to the east (058-2145-035, -036, -056, -057, and -058; 058-2150-021 and -022; 058-2151-001, -014, -015, -016, -017, and -018-01; and 058-2153-017). The properties located within the APE are listed in **Table 1** and keyed to **Figure 2**. The archaeological APE consists of only the project site itself where project related ground disturbance would occur.

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

Property No.	APN	Address	Construction Date (per assessor/ permit records)	Construction date (confirmed by ESA)	Current Age (in 2025)
1	058-2149-019-04	n/a (southwest corner of Virginia and Sacramento)	1973	1973	52 years
2	058-2147-018-05	n/a (southeast corner of Virginia and Acton)	1973	1973	52 years
3	058-2146-016-05	n/a (northeast corner of Delaware and Acton)	1973	1973	52 years
4	058-2148-017-04	1429 Delaware (northwest corner of Delaware and Sacramento)	1973	1973	52 years
5	058-2145-058	1445 Virginia	1928	1928	97 years
6	058-2145-057	1451 Virginia	1928	1928	97 years
7	058-2145-056	1461 Virginia	1929	1929	96 years
8	058-2145-036	1481 Virginia	1930	1930	95 years
9	058-2145-035	1696 Sacramento	1930	Ca. 1939	86 years
10	058-2153-017	1501 Virginia	1925	1925 (primary residence) and 1960 (secondary dwelling)	100 and 65 years
11	058-2151-001	1701–1703 Sacramento	1940	1940	85 years
12	058-2151-018-01	1709 Sacramento	1925	1925	100 years
13	058-2151-017	1715 Sacramento	1924	Ca. 1922–1924	101–103 years
14	058-2151-016	1719 Sacramento	1925	1925	100 years
15	058-2151-015	1721 Sacramento	1927	1927	98 years
16	058-2151-014	1501 Francisco	1952	1951	74 years
17	058-2150-022	1504 Francisco	1941	1941	84 years
18	058-2150-021	1731 Sacramento	1926	1926	99 years



SOURCE: Mapbox, 2025

**Figure 2**  
Project APE

## CHAPTER 3

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# Environmental and Historic Context

## Environmental Setting

The APE is approximately 1.3 miles east of San Francisco Bay and is underlain by Holocene alluvial fan deposits.<sup>3</sup> The project site is located approximately 0.1 mile south of the historical alignment of Schoolhouse Creek and 0.4 mile north of the historical alignment of Strawberry Creek (**Figure 3**).<sup>4</sup>

## Geological Context

The project site is mapped as being underlain by Holocene age (approximately 11,700 years old to present day) alluvial fan deposits (**Figure 4**).<sup>5</sup> Based on borings previously performed in 1963 in the vicinity of the APE prior to construction of the North Berkeley BART station, the project geotechnical report indicates the APE is underlain by 1 to 2 feet of fill that generally consists of asphalt, aggregate base, and gravelly clay. The fill is underlain by stiff to hard clay with varying amounts of sand and gravel interbedded with medium dense to very dense sand and gravel with varying amounts of fines. The clay with interbedded sand and gravel layers generally increases in stiffness and/or relative density with depth. At the southeastern side of the BART parking lot, bedrock was encountered at depths of 46 feet and 47 feet below ground surface (bgs). Bedrock was not encountered in the other borings but is anticipated to slope down to the northwest.<sup>6</sup>

## Cultural Setting

### Pre-Contact Context

Chronological frameworks facilitate comparison of pre-contact regional archaeological trends and differences. For the San Francisco Bay Area, including Berkeley, Scheme D, which is based on stylistic temporal variation in shell bead types, is the most recent and refined chronology.<sup>7</sup> Scheme D uses a general three-part sequence (Early, Middle, and Late Periods), supplemented by two transition periods (Early/Middle, and Middle/Late Periods). The following discussion of the San Francisco Bay Area pre-

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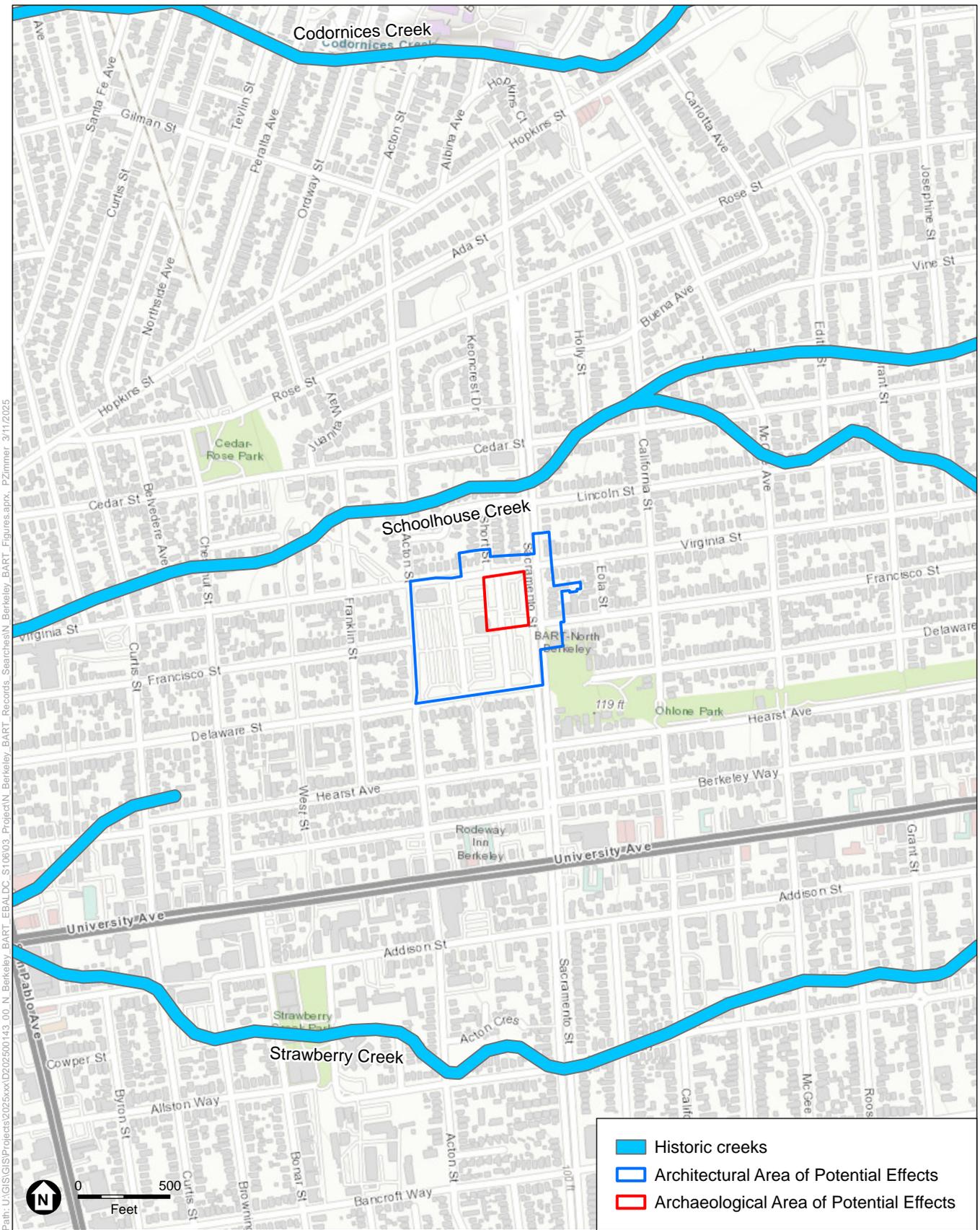
<sup>3</sup> Langan Engineering and Environmental Services, Inc. (Langan), "Preliminary Geotechnical Evaluation North Berkeley BART Housing Project, Berkeley, California," prepared for Jon McCall, Bridge Housing and North Berkeley Housing LP, 2023.

<sup>4</sup> Janet M. Sowers, Ranon Dulberg, Json Holmberg, and Marco Ticci, "Creek & Watershed Map of Western Alameda County – a Digital Database," version 1.0, prepared for Fugro William Lettis & Associates, Inc and Oakland Museum of California, October 2010.

<sup>5</sup> R. W. Graymer, "Geologic Map and Map Database of the Oakland Metropolitan Area, Alameda, Contra Costa, and San Francisco Counties, California," *U.S. Geological Survey Miscellaneous Field Studies*, MF-2342, 2000.

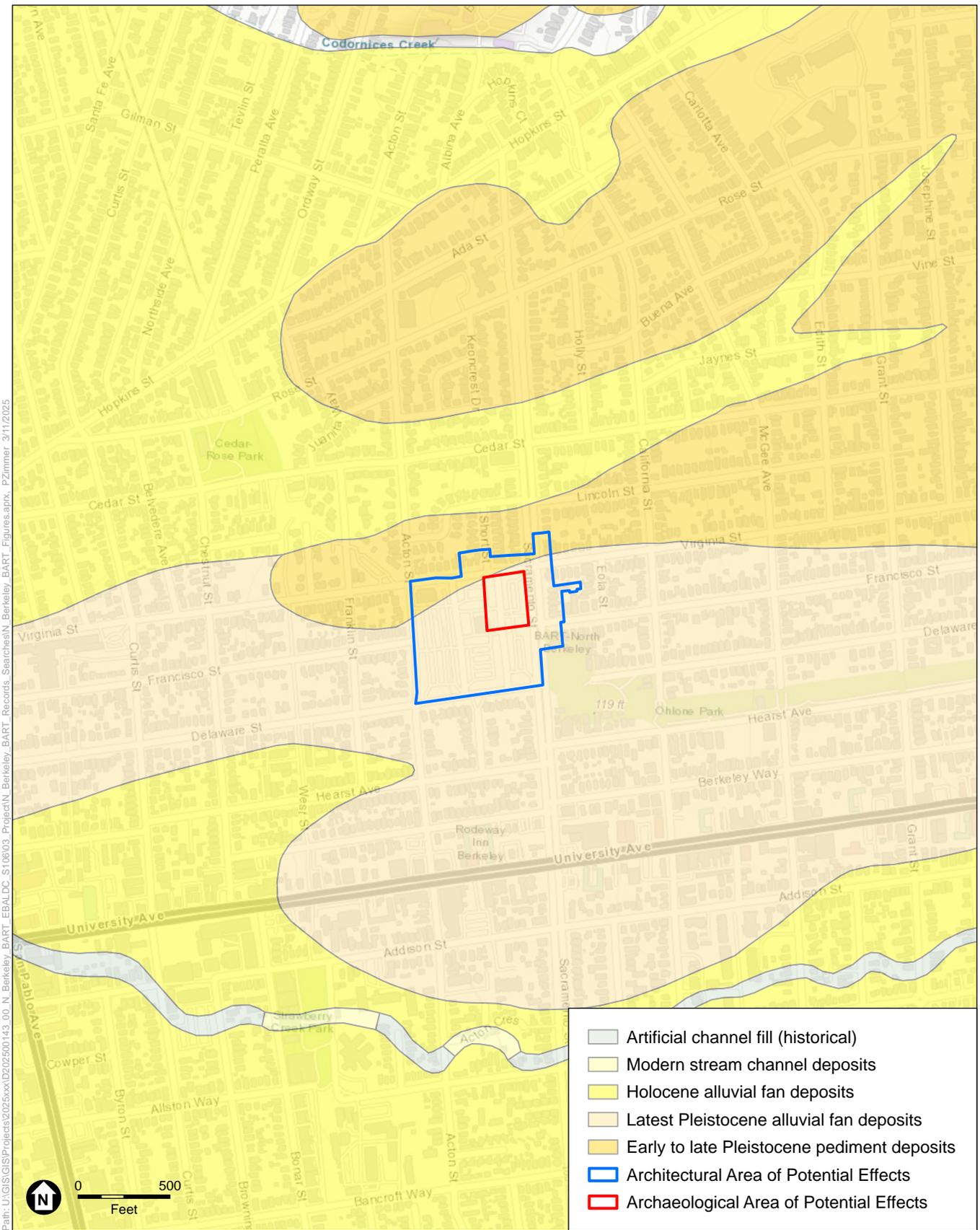
<sup>6</sup> Langan, "Preliminary Geotechnical Evaluation," 2023.

<sup>7</sup> Randall Groza, Jeffrey Rosenthal, John Southon, and Randall Milliken, "A Refined Shell Bead Chronology for Late Holocene Central California." *Journal of California and Great Basin Anthropology*, 31(2): 2011, 13-32.



SOURCE: Sowers et al., 2010

**Figure 3**  
Creek and Watershed Map of Western Alameda County



SOURCE: Witter, 2006

**Figure 4**  
Geological Context

contact chronology uses a generalized geologic-time based scheme, as presented by Milliken et al.,<sup>8</sup> with Groza et al.'s Scheme D supplementing the Late Holocene (4200 to 180 years before present [BP]) period.<sup>9</sup> The geologic periods used are: Terminal Pleistocene (13,500 to 11,700 BP), Early Holocene (11,700 to 8200 BP), Middle Holocene (8200 to 4200 BP), and Late Holocene (4200 to 180 BP).

### **Terminal Pleistocene (13,500 to 11,700 BP)**

To date, there is general agreement among archaeologists that multiple human migrations to North America occurred, along both inland and coastal routes. The Terminal Pleistocene was characterized by highly mobile hunter-gatherers occupying broad geographic areas who occasionally exploited large game. Archaeological evidence from this period is rare throughout California, mostly represented by isolated fluted projectile points, and none such evidence has been discovered in the San Francisco Bay Area to date.<sup>10 11</sup> The nearest Terminal Pleistocene site is the Borax Lake site (CA-LAK-36), located in Lake County, more than 130 miles north of San Francisco.

### **Early Holocene (11,700 to 8200 BP)**

Like Terminal Pleistocene populations, Early Holocene human occupation in the overall region was characterized by highly mobile groups exploiting a wide variety of plant and animal resources. Assemblages from this period are dominated by stemmed projectile points, flake tools, core tools, cobble tools, crescents, with those in California distinguished by high numbers of handstones and millingslabs. In the San Francisco Bay Area, only four archaeological deposits from this period have been documented, two in the East Bay (at Los Vaqueros Reservoir), one in the North Delta (near Vacaville), and one in the South Bay (in Fremont). Two additional deposits from the period have been documented adjacent to the San Francisco Bay Area, one in Santa Clara Valley and one in the Santa Cruz Mountains. All the abovementioned sites were in buried contexts.<sup>12 13</sup>

### **Middle Holocene (8200 to 4200 BP)**

When compared with the Early Holocene, there is much more archaeological data from the Middle Holocene for the San Francisco Bay Area, including abundant surface and buried deposits. Assemblages from this period indicate increased sedentism and population size and include a wide variety of ground stone artifacts (e.g., hand stones, milling slabs, mortars, and pestles), side-notched dart points, cobble tools, flake tools, shell beads and ornaments. Notable among technological developments of the period is the appearance of the mortar and pestle, which appear by 6000 BP and would become the dominant milling tools in the region in subsequent periods. Extensive inter-regional trade is indicated by the presence of distinct shell bead types (Type N grooved rectangular *Olivella*) and Napa Valley and eastern

<sup>8</sup> Randall Milliken, Richard T. Fitzgerald, Mark G. Hylkema, Randy Groza, Tom Origer, David G. Bieling, Alan Leventhal, Randy S. Wiberg, Andrew Gottsfield, Donna Gillette, Viviana Bellifemine, Eric Strother, Robert Cartier, and David A. Fredrickson, "Punctuated Cultural Change in the San Francisco Bay Area," In *California Prehistory: Colonization, Culture, and Complexity*, edited by Terry L. Jones and Kathryn A. Klar, AltaMira Press, 2007, 99-124.

<sup>9</sup> Groza et al., "A Refined Shell Bead Chronology," 2011.

<sup>10</sup> Milliken et al., "Punctuated Cultural Change," 2007.

<sup>11</sup> Brian F. Byrd, Adrian R. Whitaker, Patricia J. Mikkelsen, and Jeffrey S. Rosenthal, *San Francisco Bay-Delta Regional Context and Research Design for Native American Archaeological Resources, Caltrans District 4*, prepared by Far Western Anthropological Research Group, Inc., Davis, California. Prepared for California Department of Transportation, District 4, Oakland, California, 2017.

<sup>12</sup> Milliken et al., "Punctuated Cultural Change," 2007.

<sup>13</sup> Byrd et al., *San Francisco Bay-Delta Regional Context and Research Design*, 2017.

Sierra Nevada obsidian at period sites in the area. With the expansion of the San Francisco Bay mud flats and tidal marshes during the period, human populations increasingly exploited estuarine resources, such as oyster and mussel, reflected in the presence of shell middens. A diverse set of other animal resources was used, likely through local specialized strategies. Middle Holocene archaeobotanical assemblages include many nuts, seeds, and fruit pits, suggesting year-round exploitation of a range of habitats, again reflecting increased sedentism.<sup>14 15</sup>

### **Late Holocene (4200 to 180 BP)**

By far the best represented period, archaeologically, in the San Francisco Bay Area, the Late Holocene is typically separated into five additional periods: Early (4200 to 2550 BP), Early/Middle Transition (2550 to 2150 BP), Middle (2150 to 930 BP), Middle/Late Transition (930 to 685 BP), and Late (685 to 180 BP). During the Late Holocene, population size, as well as social, political, and economic complexity increased throughout the region. These developments were accompanied by resource intensification throughout the region. Late Holocene archaeological sites were the first in which large cemeteries appear, with most burials in flexed positions, and grave goods common.

A notable development of the Early Period are the numerous large shell mounds along the San Francisco Bay, yielding assemblages with stemmed leaf-shaped projectile points, flaked-stone knives, mortars, pestles, crescents, perforated charmstones, bone awls and other tools, new sinkers, shell beads and pendants, among other artifacts. As would be expected, marine resource exploitation dominated sites along the Bay shore, while interior sites appear to have focused on freshwater fish and shellfish, and terrestrial mammals; a variety of nuts, berries, and seeds were used at sites throughout the region. Increasing sedentism is seen in the Middle Period, which saw the height of mound building in the area and more social complexity compared to earlier periods. New artifacts to the Middle Period include large, shaped mortars and pestles; ear spools; bone fishing spears; and more varieties of shell beads and ornaments. The shift to greater terrestrial resources, such as deer and acorn, exploitation is seen in the Middle Period. Evidence also shows that some Central Valley groups migrated to the East Bay during the Middle Period; called the Meganos Intrusion, settlements of this group are distinct and include a high proportion of extended burials. Increased population size and resource intensification continued during the Late Period, which is by far the best documented pre-contact period in the region. New artifact types appearing during the Late Period include the clamshell disk bead, flanged steatite pipes, more elaborate mortars, and new shell bead and pendant forms. Though first appearing around 700 BP, at the end of the Middle Period, the bow and arrow becomes widespread at Late Period sites and is reflected by locally invented and distinct serrated Stockton arrow point. Populations of the Late Period apparently relied on small seeds more than during the preceding periods, and a large variety of terrestrial and estuarine faunal species (e.g., sea otter, deer, rabbit, clams) were utilized. Flexed internments, occasional cremations, and intentionally broken grave goods characterized burial practices of the period. Trade with groups from neighboring areas, particularly with those in Napa Valley (for obsidian) and north of the San Francisco Bay (for clamshell beads), was seemingly widespread and highly developed.<sup>16 17</sup>

<sup>14</sup> Milliken et al., “Punctuated Cultural Change,” 2007.

<sup>15</sup> Byrd et al., *San Francisco Bay-Delta Regional Context and Research Design*, 2017.

<sup>16</sup> Milliken et al., “Punctuated Cultural Change,” 2007.

<sup>17</sup> Byrd et al., *San Francisco Bay-Delta Regional Context and Research Design*, 2017.

## Ethnohistoric Context

Ethnohistorical, historical, and archaeological data indicate that, prior to Euroamerican settlement of the area, the project site and vicinity was inhabited by a group known as the Ohlone.<sup>18,19,20</sup> The Ohlone territory extended along the Pacific Coast from south of Monterey Bay to the north end of the San Francisco Peninsula, and inland to the Coast Ranges, from the east side of San Francisco Bay to the Carquinez Straits.<sup>21,22</sup> Though varied, contact-era population estimates for the Ohlone range from between 7,000 and 16,000.<sup>23</sup>

Linguistically, Ohlone (also known as Costanoan) is a subfamily of the Penutian stock with an estimated six separate languages or dialect clusters.<sup>24,25</sup> Though traditional anthropological literature portrayed the Ohlone culture as static, today it is better understood that many variations of culture and ideology existed within and between village communities. The use of static descriptions allowed for easier ethnographic classification of California native cultures, but inherently masked Native adaptability and self-identity; California Native Americans rarely viewed themselves as members of larger cultural groups, which were posited by anthropologists. Rather, the village community tended to be the primary identifier of origin, with marriage and kinship providing additional sources.<sup>26,27,28</sup>

The basic political unit of organization for the Ohlone was one or more associated villages or camps holding a specific territory; this unit is often referred to as a village community. Overall, village communities were multi-family, independent landholding groups. Ohlone regional communities consisted of autonomous units of between 150 and 400 people led by a chief (man or woman) and council.<sup>29</sup> Other key roles in the community were shamans and war leaders. Permanent villages tended to be situated along or near waterbodies, with temporary camps in prime resource-processing areas.<sup>30,31</sup>

Economically, the Ohlone engaged in hunting, fishing, and gathering. Their territory included coastal as well as open valley environments that yielded a wide variety of resources, such as acorns, grasses, bulbs, tubers, deer, elk, antelope, bear, and a variety of birds, fishes, shellfish, and small mammals. Private ownership of natural and cultural resources was acknowledged, with ownership at the village level. The

<sup>18</sup> Randall Milliken, *A Time of Little Choice: The Disintegration of Tribal Culture in the San Francisco Bay Area 1769-1810*. Ballena Press, 1995.

<sup>19</sup> Randall Milliken, Laurence H. Shoup, and Beverly R. Ortiz, *Ohlone/Costanoan Indians of the San Francisco Peninsula and their Neighbors, Yesterday and Today*, prepared by Archaeological and Historical Consultants for the U.S. National Park Service, Golden Gate Recreation Area, San Francisco, California, 2009.

<sup>20</sup> Richard Levy, "Costanoan," in *California*, edited by Robert F. Heizer, pp. 485-495, *Handbook of North American Indians*, Vol. 8, William C. Sturtevant, general editor, 1978.

<sup>21</sup> Milliken et al., "Punctuated Cultural Change," 2007.

<sup>22</sup> Milliken, *A Time of Little Choice*, 1995.

<sup>23</sup> Alfred L. Kroeber, *Handbook of the Indians of California*, in Bureau of American Ethnology Bulletin 78, Dover Publications, Inc., 1925 [1976].

<sup>24</sup> Milliken et al., *Ohlone/Costanoan Indians of the San Francisco Peninsula*, 2009.

<sup>25</sup> Levy, "Costanoan," 1978.

<sup>26</sup> Milliken, *A Time of Little Choice*, 1995.

<sup>27</sup> Milliken et al., "Punctuated Cultural Change," 2007.

<sup>28</sup> Milliken et al., *Ohlone/Costanoan Indians of the San Francisco Peninsula*, 2009.

<sup>29</sup> Levy, "Costanoan," 1978.

<sup>30</sup> Levy, "Costanoan," 1978.

<sup>31</sup> Milliken et al., *Ohlone/Costanoan Indians of the San Francisco Peninsula*, 2009.

Ohlone apparently aggressively protected territories, requiring monetary payment (e.g., clam shell beads) for access rights.<sup>32,33,34</sup>

The most common Ohlone house type was circular and grass-/rush-thatched.<sup>35</sup> Other common structures were the sweathouse, dance plazas, and assembly house. The Ohlone used a variety of stone tools, ranging from flaked-stone knives, arrow points, and spear points, to ground-stone hand stones, milling slabs, mortars, pestles, net sinkers, anchors, and pipes. Flaked-stone tools were most often made from locally available chert or imported obsidian. Other common Ohlone material goods included: tule canoes, mats, and baskets; plant fiber cordage, nets, and baskets; animal skin blankets (e.g., sea otter, rabbit, duck); wood bows and arrow shafts; and shell beads and ornaments. There is no evidence that the Ohlone used or made ceramics prior to Euroamerican contact. The Ohlone traded extensively with neighboring groups.<sup>36,37,38</sup>

During the Mission Period (1770 to 1835), California Native Americans, particularly along the coast, were brought, usually by force, to the missions by Spanish missionaries to supply labor demands. The missionization resulted in immediate and devastating changes to Ohlone lives and traditional lifeways, including a massive population decline due to introduced diseases (e.g., measles epidemic of 1806, during which almost 25 percent of the indigenous population died) and declining birth rates. Following the secularization of the missions by the Mexican government in the 1830s, most Native Americans gradually left the missions and established rancherias in the surrounding areas.<sup>39,40,41</sup> Today, the Ohlone still have a strong presence in the San Francisco Bay Area and are very interested in their past and in maintaining their culture.<sup>42,43,44</sup>

## Historic Context

### Berkeley and General Area

The following historical overview of Berkeley, California, since the 1700s is an excerpt from the *Adeline Corridor Specific Plan Cultural Resources Technical Report* prepared by Archaeological/Historical Consultants in April 2019.

#### *Early History*

At the opening of the historic period, the [proposed project area] appears to have been sparsely inhabited, with the main Huchiun villages located near Richmond. Juan Crespi,

<sup>32</sup> Milliken, *A Time of Little Choice*, 1995.

<sup>33</sup> Milliken et al., “Punctuated Cultural Change,” 2007.

<sup>34</sup> Milliken et al., *Ohlone/Costanoan Indians of the San Francisco Peninsula*, 2009.

<sup>35</sup> Kroeber, *Handbook of the Indians of California*, 1925 [1976].

<sup>36</sup> Milliken, *A Time of Little Choice*, 1995.

<sup>37</sup> Milliken et al., “Punctuated Cultural Change,” 2007.

<sup>38</sup> Milliken et al., *Ohlone/Costanoan Indians of the San Francisco Peninsula*, 2009.

<sup>39</sup> Milliken et al., “Punctuated Cultural Change,” 2007.

<sup>40</sup> Milliken et al., *Ohlone/Costanoan Indians of the San Francisco Peninsula*, 2009.

<sup>41</sup> Levy, “Costanoan,” 1978.

<sup>42</sup> Milliken, *A Time of Little Choice*, 1995.

<sup>43</sup> Milliken et al., “Punctuated Cultural Change,” 2007.

<sup>44</sup> Milliken et al., *Ohlone/Costanoan Indians of the San Francisco Peninsula*, 2009.

passing through the coastal East Bay in late March of 1772, noted that “neither in this march nor in the preceding one have we seen a single heathen, and very few tracks of them,” though they met with people in the Richmond area to the north. Likewise, Font mentions no villages along the East Bay shore in his 1776 diary of the Anza expedition. It is possible, of course, that they simply did not see the nearest villages, especially if they were located at the base of the hills. The Huchiun population in 1790 was likely around 400 people [...]

Mission San Francisco was founded in 1776, but only a few Huchiun people moved to the mission in the initial years. In fall 1794, however, the Huchiun migrated en masse to the mission, where 187 Huchiuns were baptized in just two weeks. [...] Missionization was a disaster for the native people of the region. Disease, dietary deficiency, declining birth rate, and military conflict resulted in an almost 80 percent population decline by 1832. This population loss, the mingling of ethnic groups at the missions, and the discouragement of traditional social practices resulted in the almost total disintegration of traditional lifeways. After secularization of the missions in the 1830s, some native people went to work on nearby ranchos, perhaps gravitating to homelands, but there is little information available about Indian life in this period.

#### *Rancho San Antonio*

In the late Spanish and Mexican periods, [the present site of the city of Berkeley] lay within Rancho San Antonio, which had been granted in 1820 to Luis Maria Peralta, who had come to California in 1776 with the Anza expedition. The rancho stretched over 43,000 acres, from Albany in the north to San Leandro Creek in the south. In 1842, Luis Peralta divided the ranch among his sons, with José Domingo receiving what is today Berkeley and Albany and José Vicente receiving what is now Emeryville, North and West Oakland, and Piedmont [...] In the wake of the California Gold Rush, the Peralta family was plagued by squatters who overran rancho land, sometimes violently. Domingo Peralta sought to have his property confirmed in United States courts, but internal family in-fighting and squatters kept the family in the courts for many years, which “helped to destroy the Peralta patrimony.”

#### *Early American Settlement*

The US acquired California from Mexico through the Treaty of Guadalupe Hidalgo in 1848. Weeks before the treaty was signed, gold was discovered along the American River, sparking the Gold Rush. Immigrants flooded into the territory and those arriving by sea traveled through the Bay Area and the Central Valley to gold fields in the Sierra Nevada. By the end of 1849, San Francisco’s population had grown from five or six hundred to 25,000. This massive influx of population helped push California into statehood in 1850 and had profound impacts upon the East Bay as new arrivals moved across the bay and established the beginnings of future cities like Berkeley.

Francis Kittredge Shattuck (who had failed to strike it rich in the gold fields) and his three business partners William Hillegass, George M. Blake, and James Leonard filed a pre-emptive claim on 640 acres of Peralta’s land in the early 1850s. Shortly thereafter, Domingo Peralta sold off most of his land to four San Franciscans (Hall McAllister, Richard P. Hammond, Lucien Hermann, and Joseph K. Irving) who eventually subdivided and sold the former rancho land. The land that Shattuck, Hillegass, Blake, and Leonard claimed, and eventually obtained legally, included the area along the Adeline Corridor north of Russell Avenue [...]

Other early landowners along the Adeline Corridor included farmer Mark Ashby, who owned much of the land fronting the east side of Adeline Street between Russell and Woolsey by the early 1860s, and Edward Harmon, who purchased a 135-acre tract of farmland adjacent to the Ashby farm east of Adeline. Located outside the boundaries of the City of Berkeley at the time, much of the land [in the vicinity of the present Ashby BART station site] remained agricultural during the next thirty years.<sup>45</sup>

## Development History of the APE

The APE spans both sides of Sacramento Street, which is the border between the North and Northwest Berkeley neighborhoods.<sup>46</sup> The area is predominately residential with moderate commercial development concentrated along University Avenue. The following developmental history of the APE is an excerpt from the “Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project” prepared by Rincon Consultants in 2021.

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley’s continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System’s Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes [(Figure 5)].

<sup>45</sup> Archaeological/Historical Consultants, *Adeline Corridor Specific Plan Cultural Resources Technical Report*, prepared for Rincon Consultants, April 2019, 9–11.

<sup>46</sup> Sacramento Street is the north-south boundary between the North and Northwest Berkeley neighborhoods.

Path: U:\GIS\GISProjects\2025\00\143\_00\_N\_Berkeley\_BART\_EBALDC\_S10603\_Project\N\_Berkeley\_BART\_Records\_Searches\N\_Berkeley\_BART\_Figures.aprx\_PZimmer\_3/11/2025



SOURCE: Sanborn Map Company

**Figure 5**  
1929 Sanborn Map



In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station.

[The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the *Composite Report*, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the “the last Republican mayor of Berkeley,” Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were “aesthetically unattractive” and threatened to “divide the city psychologically along racial lines,” in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley’s White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City’s independent study estimated the difference in cost between BART’s proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading

‘BURY THE BART TRACKS’ in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates, with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley’s request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley’s bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station’s design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley’s Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station’s above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station’s current appearance nor any information covered by research conducted for [Rincon’s 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

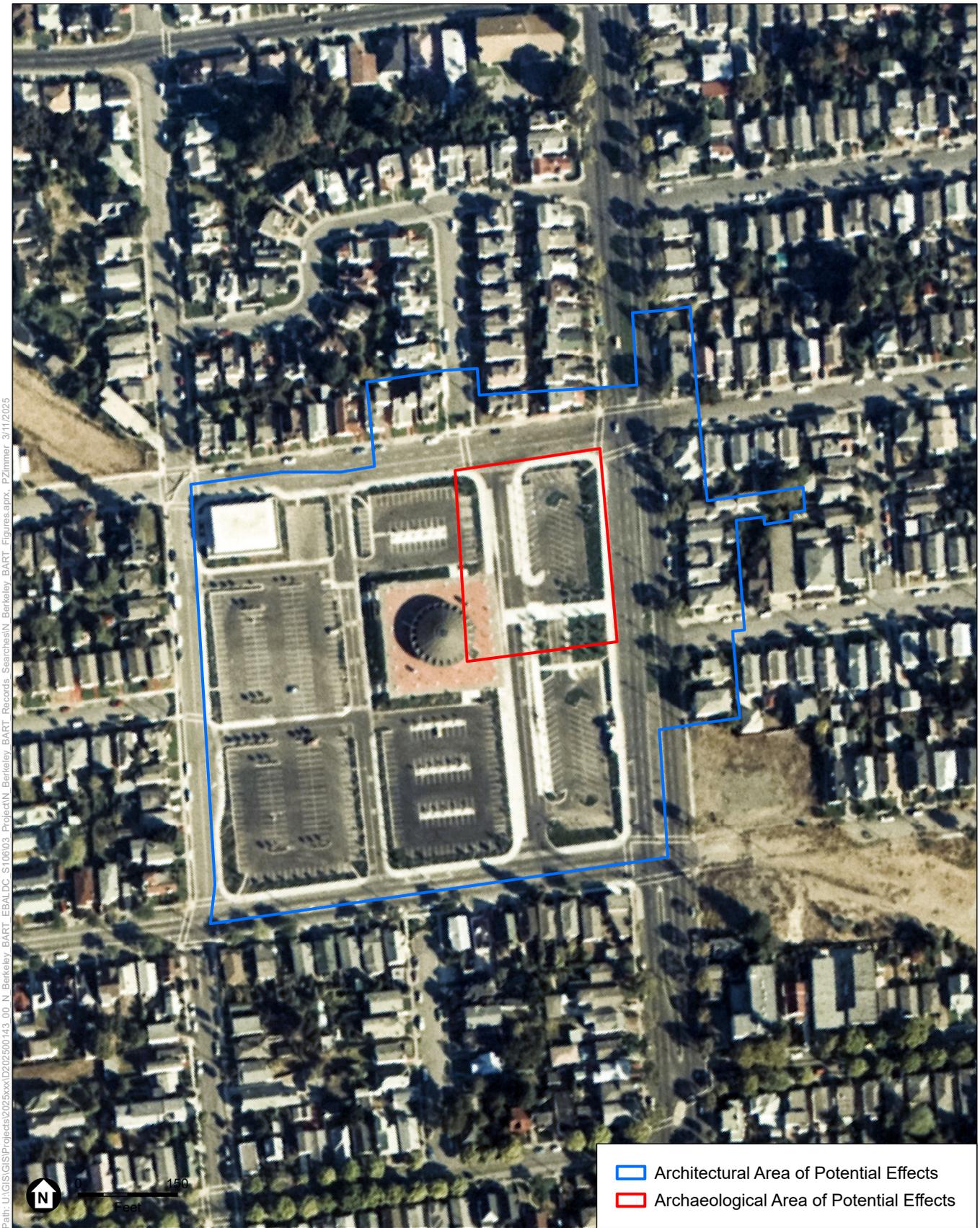
Construction of the station and the adjacent underground tracks was complete by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension on [*sic*] [(Figure 6)]. The station soon grew into a local

transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots [(**Figure 7**)].<sup>47</sup>

For additional information regarding the development of each parcel 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**.

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<sup>47</sup> Rincon Consultants (Rincon), “Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California,” (Project No. 21-11599), August 12, 2021, 15–17.



SOURCE: UC Santa Barbara FrameFinder

**Figure 6**  
1974 Aerial Photograph



SOURCE: UC Santa Barbara FrameFinder

**Figure 7**  
1984 Aerial Photograph

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## CHAPTER 4

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# Historic Property Identification Efforts

Efforts to identify cultural resources that could qualify as Section 106 historic properties within the APE included archival research, consisting of a 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

ESA 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, on February 27, 2025 (File No. 24-01322). 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 0.25 miles of the archaeological APE, which is limited to the project site. 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** (including 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 Recreation 1976); *California Historical Landmarks for Alameda County* (CA-OHP 1990); *California Points of Historical Interest* (CA-OHP 1992); and *Historic Properties Directory* (CA-OHP April 2012) 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 indicate that four previous cultural resources studies have been conducted within 0.25 miles of the APE, as summarized in **Table 2**. None of the previous cultural resources studies identifies any previously recorded cultural resources within the APE or the 0.25-mile records search buffer.

**TABLE 2**  
**PREVIOUS CULTURAL RESOURCES STUDIES IN OR WITHIN 0.25 MILES OF APE**

Report No.	Author(s)	Year	Description
S-000779	David Chavez	1977	Preliminary Cultural Resources Assessment of the East Bay Municipal Utility District (EBMUD) Wet Weather Facilities/Overflow Project Facilities Sites, Alameda and Contra Costa Counties, California
S-001972	Colin I. Busby and James C. Bard	1978	An Archaeological Assessment of Nine Proposed Park Development Locations, City of Berkeley, California
S-011125	David Chavez	1989	Archaeological Recovery Program for the West Berkeley Site (CA-ALA-307): Sanitary Sewer Rehabilitation for Infiltration/Inflow Correction Projects, City of Berkeley, California (Subbasin 15-011, Clean Water Grant No. C-06-2967-110)
S-032434	Earthtouch, Inc.	2006	New Tower ("NT") Submission Packet FCC Form 620

## Previously Recorded Archaeological Resources

The results of the records search indicate that no pre-contact or historic-era archaeological resources have been previously recorded in the APE. One previously recorded pre-contact archaeological resource has been recorded within 0.25 mile of the APE, which is listed in **Table 3**.

In 2004, Berkeley resident Richard Schwartz recorded a collection of Native American artifacts that had purportedly been collected with the records search area in about 1904. According to the site record, "The artifacts were collected circa 1904 as a new resident took his family for walks on Sundays near their new home. These were supposedly collected on the surface.... The information was described to Richard Wessel of Berkeley by the finder's nephew at an estate sale." The site record continues, "These artifacts were loaned to me by Richard Wessel to photograph and report to you [NWIC]. He came upon them in the back yard of the property at an estate sale and was told the above story of their origins by the nephew of the original 1904 resident who found them as stated above. I do not know of any direct information as to the area of the original resident's walks save for their being near his house and with his family."<sup>48</sup>

No further information is available, and the site record indicates there is no observable archaeological resource in the vicinity of the APE. The vague and unreliable description of the artifacts, and the lack of definitive evidence as to where they originated suggests the site record should not be cited as evidence of an archaeological resource present in the vicinity of the APE. Furthermore, the resource as recorded is not within the APE and would not be impacted by the project. Therefore, no actions are required of the project for the treatment of this purported resource.

<sup>48</sup> Richard Schwartz, "Archaeological Site Record, P-01-010664," April 26, 2004. On file at the Northwest Information Center, Sonoma State University, California.

**TABLE 3**  
**PREVIOUS ARCHITECTURAL RESOURCES EVALUATED WITHIN 0.25 MILE OF APE**

Primary No.	Trinomial	Name	Distance from APE (mi)
P-01-010664	CA-ALA-616	Hearst Avenue and Sacramento Street Artifacts	0.08 mi

## Previously Recorded Architectural Resources

The results of the records search and supplemental research by ESA staff indicate that no previously recorded architectural cultural resources are located within the APE or within 0.25 mile of the APE.

## Native American Outreach

On March 5, 2025, the California Native American Heritage Commission (NAHC) provided ESA, on behalf of the City of Berkeley, with the Sacred Lands File (SLF) record search results and a list of tribes in Alameda County the City should contact for consultation. The results of the SLF were positive and indicated that Amah Mutsun Tribal Band of Mission San Juan Bautista, the Confederated Villages of Lisjan, and the North Valley Yokuts/Ohlone Tribe should be contacted for further information. The City of Berkeley will send consultation letters in March 2025, to the 11 tribal organizations noted on the NAHC's contact list for Alameda County, inviting them to participate in the consultation process. The letters communicated the results of the record search and invited the recipients to communicate any information or concerns they might have regarding the Project APE.

## Archaeological Resources Analysis

Background research of the APE included a review of the records search results from the NWIC, summarized above, and a review of historic-period literature, maps and aerial photography. The records search did not identify any archaeological resources present in the APE. The APE is heavily urbanized and more than 95 percent covered by impervious surfaces such as asphalt parking lots and sidewalks. No pedestrian archaeological survey was completed for the project due to the APE being obscured by the existing surface parking lot.

Based on an assessment of the environmental setting and features associated with recorded pre-contact archaeological sites in the San Francisco Bay Area, Native American archaeological resources in this part of Alameda County have been found in areas marginal to the San Francisco bayshore and inland near perennial freshwater courses. No archaeological sites have been recorded within the APE; however, the APE has not been previously studied for its archaeological resource potential.

The APE is located between the historic courses of Schoolhouse and Strawberry creeks (see Figure 3). Schoolhouse Creek, the closest fresh water source prior to urban development of the APE, was approximately 0.1 mile north of the APE and was an intermittent, not year-round, water source. Geologically, the APE is underlain by Holocene alluvium, a soil type that is generally sensitive for pre-contact archaeological resources. Although the APE is generally flat and is underlain by a soil type considered to be archaeologically sensitive, the lack of access to a year-round water supply in the APE indicate a low sensitivity for Native American archaeological resources.

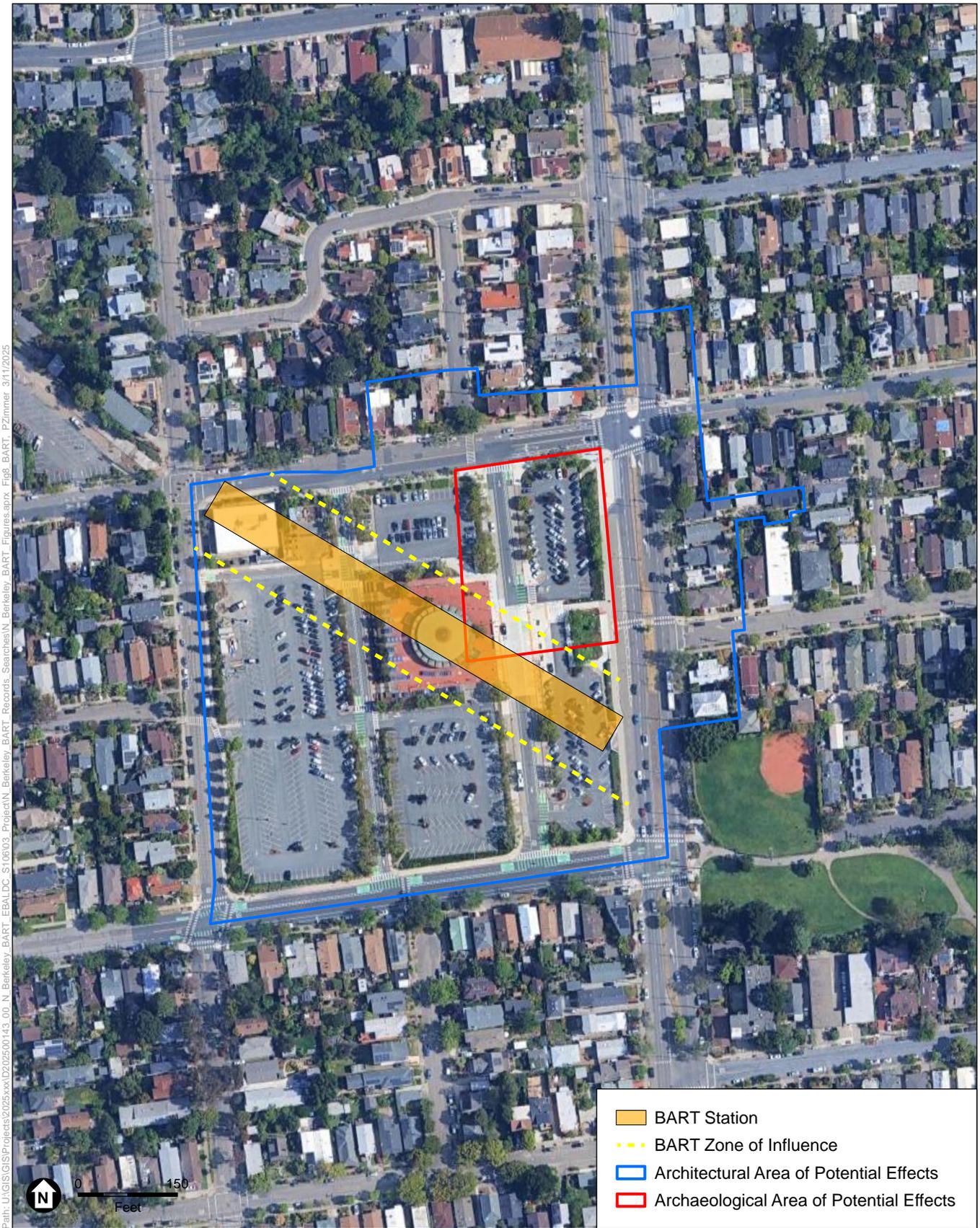
Historic maps indicate the street layout surrounding the APE was established in the 1870s and largely predates residential or commercial development in the area, making it unlikely that historic-era archaeological deposits or building foundations would be found within the public right-of-way (that is, streets or sidewalks). The APE was also subject to extensive excavations in the late 1960s associated with the construction of the North Berkeley BART Station and the adjacent BART tunnels. The BART Station extends northwest to southeast immediately adjacent to the south side of the APE (**Figure 8**). Based on the North Berkeley Station Berkeley-Richmond Line as-built drawings (1967) as cited in the project geotechnical report,<sup>49</sup> the existing BART station and tunnels extend approximately 30 to 35 feet below the existing ground surface. To accommodate 10-car trains, BART stations are 700 feet long and 60 feet wide.<sup>50</sup> The station and tunnels were constructed in a cut-and-cover construction process. Details regarding the excavation method were not available in the as-built drawings; however, the geotechnical report notes that excavation for the BART tunnels may have been sloped during excavation and construction of the BART station and tunnels, creating a 35-foot-deep excavation that could be upwards of 100 feet wide at the ground surface. Excavations associated with construction of the North Berkeley BART Station and tunnels, as well as excavations for the associated surface parking lots and installation of utility lines, dramatically reduces sensitivity for archaeological deposits in the APE. Given this extensive disturbance, it is likely that few native soils remain under the APE.

The general low sensitivity of the APE for buried Native American or historic-period archaeological deposits, combined with the extensive previous disturbance of the APE by construction of the BART station and tunnels in the late 1960s, indicate the proposed project a low potential to affect previously unknown archaeological resources.

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<sup>49</sup> Langan, "Preliminary Geotechnical Evaluation," 2023.

<sup>50</sup> Michael C. Healy, "Building San Francisco's BART Tunnels," *FoundSF*, accessed February 25, 2025. [https://www.foundsf.org/index.php?title=Building\\_San\\_Francisco%27s\\_BART\\_tunnels](https://www.foundsf.org/index.php?title=Building_San_Francisco%27s_BART_tunnels).



SOURCE: Langan, 2023; Mapbox, 2025

**Figure 8**  
BART Station Extent

## Architectural Resource Analysis

There are 15 age-eligible architectural resources (i.e., 45 years or older) within the APE, and these are listed in **Table 4** below. The 14 properties that have not been previously evaluated are highlighted and evaluated below.

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

Name/Address	APN(s)	Date of Construction <sup>1</sup>	Brief Description	To be evaluated in this CRSR?
North Berkeley BART Station	058-2148-017-04	1973	Reinforced concrete public transit station surrounded by paved parking lots	No; recently evaluated in 2021 and recommended ineligible for listing in the National Register
	058-2147-018-05			
	058-2146-016-05			
	058-2149-019-04			
1445 Virginia	058-2145-058	1928	One-story, single-family residence	Yes; age eligible and not previously evaluated
1451 Virginia	058-2145-057	1928	One-and two-story, single-family residence	Yes; age eligible and not previously evaluated
1461 Virginia	058-2145-056	1929	One-and two-story, single-family residence	Yes; age eligible and not previously evaluated
1481 Virginia	058-2145-036	1930	Split-level, single-family residence	Yes; age eligible and not previously evaluated
1696 Sacramento	058-2145-035	ca. 1939	Split-level, single-family residence	Yes; age eligible and not previously evaluated
1501 Virginia	058-2153-017	1925 and 1960	Split-level, single-family residence and a one-story-over-garage secondary dwelling	Yes; age eligible and not previously evaluated
1701–1703 Sacramento	058-2151-001	1940	Split-level, wood-frame duplex on a corner lot	Yes; age eligible and not previously evaluated
1709 Sacramento	058-2151-018-01	1925	One- and two-story, multiple-family residence	Yes; age eligible and not previously evaluated
1715 Sacramento	058-2151-017	1924	One-story, single-family residence	Yes; age eligible and not previously evaluated
1719 Sacramento	058-2151-016	1925	One-story, single-family residence	Yes; age eligible and not previously evaluated
1721 Sacramento	058-2151-015	1927	Two-story, single-family residence	Yes; age eligible and not previously evaluated
1501 Francisco	058-2151-014	1951	One-and-a-half story, multi-family duplex	Yes; age eligible and not previously evaluated
1504 Francisco	058-2150-022	1941	One-and two-story, multi-family duplex	Yes; age eligible and not previously evaluated
1731 Sacramento	058-2150-021	1926	Three-story multi-family apartment building	Yes; age eligible and not previously evaluated

**NOTE**

1. Construction dates confirmed by ESA.

## Architectural Descriptions and Significance Evaluations

The following section presents brief architectural descriptions, construction chronologies, and summaries of archival research for the 14 age-eligible properties in the APE that meet the 45-year age threshold required for consideration of eligibility for listing in the National Register and that have not previously been evaluated. Additional and expanded historical information for each property in the APE is presented in the DPR 523 forms included in **Appendix A**. The 14 age-eligible properties in the APE were evaluated below for potential historic significance under National Register Criteria A through D according to *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*.<sup>51</sup>

Research did not uncover information to suggest that any of the age-eligible properties in the APE would be individually eligible under National Register Criteria A through D. Detailed property, occupational, and construction histories and analysis is presented in **Appendix A**. The following is a summary of those findings.

### **1445 Virginia Street (APN 058-2145-058)**

#### **Architectural Description**

The single-family residence at 1445 Virginia Street is a split-level, one- and two-story wood frame, building on a concrete foundation, capped by an intersecting gable roof that is covered with red asphalt shingles with red clay tiles at the eaves (**Figure 9**). It has an L-shaped plan that is composed of a one-story primary building and a two-story rear addition with attached garage and sits on a 0.082-acre lot. The building is clad with stucco with a rustic texture finish. The primary (south) façade fronts Virginia Street and the main entrance is located in the southeast corner of the building within a deeply recessed covered porch. To the west of the main entry is a deeply set, fixed, vinyl sash window beneath a front-facing gable.

The secondary (east) façade faces the driveway. It features a centrally located projecting bay window, a fixed window with arched header, and a pair of multi-lite casements windows. All windows are a mix of vinyl and wood, divided lite sashes. The west façade also features a centrally located window bay, with wood divided lite sashes flanking a stucco-covered chimney. A single-hung wood sash window is located at the rear of this façade.

The two-story rear mass includes a recently (2023) added second-story addition and an original attached garage at the northeast corner of the building. The addition features fixed ribbon windows and a low-slope front-gable roofline. The garage entrance is offset to the east from the primary building mass (creating the L-shape of the plan). It has a single garage door with a two-lite sliding vinyl window above the garage door.

<sup>51</sup> National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, 1997, 5, accessed February 28, 2025, [https://www.nps.gov/subjects/nationalregister/upload/NRB-15\\_web508.pdf](https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf).



SOURCE: ESA, 2025

### Figure 9

1445 Virginia Street, view facing northwest

## Construction Chronology

The property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. In 1929 and 1950, the property appears on Sanborn Fire Insurance Company maps as being improved with a single-family residence matching the same footprint as today.<sup>52,53</sup> In 1977, the house was put up for sale.<sup>54</sup> A photograph taken from that time shows the building remains largely unchanged today. The only alternations with supporting archival evidence are minor unspecified work completed by Ory Bates in 1954 and a 321 square foot second floor addition with conversion of the garage to living space in 2023 by the current owners. This most recent addition altered the appearance of the building considerably.

## Evaluation

### Criterion A – Event

Preliminary research did not identify any significant association between the residential building at 1445 Virginia Street and important events in the past. The subject building was constructed in 1928, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1445 Virginia Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1445 Virginia Street is recommended ineligible under Criterion A.

<sup>52</sup> Sanborn, 1929, Sheet 8.

<sup>53</sup> Sanborn, 1929, Sheet 8.

<sup>54</sup> Property ownership card for 1445 Virginia Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.

### Criterion B – People

Preliminary research did not identify any significant association between the residential building at 1445 Virginia Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified numerous owners over the years, indicating that the subject building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1445 Virginia Street is recommended ineligible under Criterion B.

### Criterion C – Design

The building at 1445 Virginia Street was constructed as a single-family residence in 1928. It was designed in the Spanish Colonial Revival style, a common residential style found throughout North Berkeley and the surrounding residential neighborhoods. The property possesses several character-defining features of the style, such as stucco siding, arched openings, red tile roof materials, and a deeply recessed porch. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permit and assessor records identify the builder as Sven Haavik, a carpenter and builder. While at least one other neighborhood residence is attributed to Haavik (1451 Virginia Street) archival research failed to find any further association of Haavik with architectural development in Berkeley or in the greater Bay Area. As such, the building does not appear to have been the work of a master designer or builder firm of merit. Moreover, it has undergone a recent addition that has significantly altered its massing and appearance. For these reasons, 1445 Virginia Street is recommended ineligible under Criterion C.

### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1445 Virginia Street is representative of residential property types constructed in North Berkeley during the early 20<sup>th</sup> century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early 20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1445 Virginia Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

## ***1451 Virginia Street (APN 058-2145-057)***

### **Architectural Description**

The split-level, wood frame single family residence at 1451 Virginia Street sits on a concrete foundation and has a front facing gable and flat roof. It is located on a 0.082 acre lot and has an irregular plan. It is clad in textured stucco and faces Virginia Street (**Figure 10**). The front (south) façade features a recessed entry within a covered porch with two arched openings that is reached from a set of red concrete steps. To the west of the porch is a five-sided window bay set beneath a front-facing gable. The bay has five, three-over-one, wood sash windows and is capped by a tile-covered hip roof. An additional single-hung, three-over-one wood sash window is located between the bay and the front porch.

The west façade faces the adjacent property. It has a pair of three-over-one wood sash windows that flank a stucco-clad chimney. At the north end of the façade is a single-hung wood sash window and a pair of wood casement windows. At the rear (north) end of the building is a two-story volume with a single garage door under a fixed window.



SOURCE: ESA, 2025

**Figure 10**

1451 Virginia Street, view facing north

### Construction Chronology

The property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. In 1929 and 1950, the property appears in a Sanborn Fire Insurance Company map as a single-family residence with a footprint similar to the present day.<sup>55,56</sup> In 1928, a building permit was submitted by the Fee Brothers to construct a single-family residence at this location.<sup>57</sup> However, by October of that year, a second permit was filed by Sven Haavik, to construct a single-family residence of slight different dimensions.<sup>58</sup> At that time, Haavik was also constructing a single-family residence on the neighboring property at 1445 Virginia Street.<sup>59</sup>

According to building permit records and other property records on file with the Berkeley Architectural Heritage Association (BAHA), newspaper articles, historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, no major alterations have occurred at the property.

<sup>55</sup> Sanborn, 1929, Sheet 8.

<sup>56</sup> Sanborn, 1929, Sheet 8.

<sup>57</sup> “Building Permit 30127,” City of Berkeley, March 26, 1928. On file at Berkeley Architectural Heritage Association.

<sup>58</sup> “Building Permit 31741,” City of Berkeley, October 23. On file at Berkeley Architectural Heritage Association.

<sup>59</sup> “Building Permit 30165,” City of Berkeley, March 30, 1928. On file at Berkeley Architectural Heritage Association.

## Evaluation

### Criterion A – Event

Preliminary research did not identify any significant association between the residential building at 1451 Virginia Street and important events in the past. The subject building was constructed in 1928, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1451 Virginia Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1451 Virginia Street is recommended ineligible under Criterion A

### Criterion B – People

Preliminary research did not identify any significant association between the residential building at 1451 Virginia Street and important persons. The property was the primary residence of owner Edith Baroni for 59 years (1928-1987). Edith was listed in directories as a glove maker<sup>60</sup> and as a “forelady” in a glove factory.<sup>61</sup> Nothing else is known about the life of Miss Edith Baroni. Archival research suggests she never married and did not have any children, she was not notably active in local clubs or events, nor is she associated with any historical events of import. Therefore, the property is not associated with the productive life of an individual whose personal achievements or professional accomplishments rise to national significance. For these reasons, 1451 Virginia Street is recommended ineligible under Criterion B.

### Criterion C – Design

The building at 1451 Virginia Street was constructed as a single-family residence in 1928. It was designed in the Spanish Colonial Revival style, a common residential style found throughout North Berkeley and the surrounding residential neighborhoods. While the property possesses several character-defining features of the style, such as stucco siding, arched openings, red tile roof materials, and a deeply recessed porch. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permit and assessor records identify the builder as Sven Haavik, a carpenter and builder. While at least one other neighborhood residence is attributed to Haavik (1445 Virginia Street) archival research failed to find any further association of Haavik with architectural development in Berkeley or in the greater Bay Area. As such, the building does not appear to have been the work of a master designer or builder firm of merit. For these reasons, 1451 Virginia Street is recommended ineligible under Criterion C.

### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1451 Virginia Street is representative of residential property types constructed in North Berkeley during the early 20<sup>th</sup> century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early 20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1451 Virginia Street would yield significant

<sup>60</sup> R.L. Polk, *Oakland City Directory*, 1938 and 1941.

<sup>61</sup> “U.S Census Records,” 1950, accessed March 7, 2025, [www.ancestry.com](http://www.ancestry.com).

information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

### **1461 Virginia Street (APN 058-2145-056)**

#### **Architectural Description**

The property is a one- and two-story wood frame residence with an irregular footprint on a 0.082-acre parcel located at the northwest corner of Virginia and Short streets. The building is composed of two masses; a one-story section facing Virginia Street and a two-story section to the north, facing Short Street. It rests on a concrete foundation, is clad in stucco, and is capped by intersecting gable and flat roofs that are covered with red clay barrel tiles. The windows are all vinyl sash replacements.

The primary (south) façade fronts Virginia Street but the main entrance is at the southeast corner of the building, within a tower-like features that is recessed from the front facade and accessed via a concrete walkway from the corner of the lot where Short Street terminates in a cul-de-sac. This entrance is partially hidden from Virginia Street by vegetation and a high pony wall parallel to the east façade (**Figure 11**). The rest of the primary façade is dominated by a large, arched fixed window beneath a front-facing gable.

The secondary (east) façade fronts Short Street. The entry tower and one-story mass are located at the south end of the façade while the two-story mass is located to the north. This façade has single-hung, tripartite, and fixed vinyl sash windows and two arched garage door openings. Above the garage doors is a shallow bay with faux crenulated support brackets. A pair of single-hung, vinyl sash windows is centered within the bay.



SOURCE: ESA, 2025

**Figure 11**

1461 Virginia Street, view facing northwest

## Construction Chronology

The property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. In 1929 and 1950, the property appears on Sanborn Fire Insurance Company maps with a footprint similar to that seen today.<sup>62</sup> The first building record for the property is from 1937 when a window was enlarged and minor repairs undertaken. The roof was then replaced in 1939. More recently, there have been several repairs to address termite damage and replace appliances. All the windows were replaced in 2010 and the roof was replaced in 2011.

According to building permit records and other property records on file with BAHA, newspaper articles, historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time. This includes minor exterior siding repairs and repainting in 2024 and the replacement of original windows at an unknown date(s).

## Evaluation

### Criterion A – Event

Preliminary research did not identify any significant association between the residential building at 1461 Virginia Street and important events in the past. The subject building was constructed in 1929, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1461 Virginia Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1461 Virginia Street is recommended ineligible under Criterion A.

### Criterion B – People

The property at 1461 Virginia Street is associated from 1935 - 1941 with notable entertainers Bee and Ray Goman and was originally owned by Bee's parents, George and Anna Kimball. The Goman's were vaudeville performers turned San Francisco night club owners who owned and operated Goman's Gay Nineties and the Gay 60s on Pacific Street and Broadway, respectively. The clubs operated from 1941 through 1967. During the period of association with the property, the Goman's performed at area clubs, building a reputation as popular local entertainers after spending their earlier careers traveling across the United States. By the time they were successful enough to open their own club, they had sold the residence at 1461 Virginia Street. For a property to be significant under Criterion B, it must not only be associated with important persons, but also with the personal achievements or professional accomplishments of those individuals. The property at 1461 Virginia Street was a private residence and was not associated with entertainment or the performances that made the Goman's successful. Their success is more closely associated with the spaces in which they performed, which did not include 1461 Virginia Street. Moreover, the period of their greatest renown as club owners does not overlap with their period of association with 1461 Virginia Street. For these reasons, 1461 Virginia Street is recommended ineligible under Criterion B.

### Criterion C – Design

The building at 1461 Virginia Street was constructed as a single-family residence in 1929. It was designed in the Spanish Colonial Revival style, a common residential style found throughout North

<sup>62</sup> Sanborn, 1929, Sheet 8.

Berkeley and the surrounding residential neighborhoods. While the property possesses several character-defining features of the style, such as stucco siding, arched openings, red tile roof materials, and a deeply recessed porch. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permit and assessor records did not identify the architect or builder of the residence. As such, the building does not appear to have been the work of a master architect or construction firm of merit. Moreover, it has undergone several alterations and additions since the time of its construction. For these reasons, 1461 Virginia Street is recommended ineligible under Criterion C.

#### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1461 Virginia Street is representative of residential property types constructed in North Berkeley during the early 20<sup>th</sup> century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early 20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1461 Virginia Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

### **1481 Virginia Street (APN 058-2145-036)**

#### **Architectural Description**

The property at 1481 Virginia Street is occupied by a split-level, single-family residence that features an irregular footprint. It is of wood-frame construction, clad with stucco, supported by a concrete foundation, and capped by an intersecting-gable roof covered variously with red tiles and composition shingles (**Figure 12**).

The primary (south) façade faces Virginia Street and is comprised of two volumes. The western volume features a recessed primary entrance within a circular covered porch capped by a pyramidal roof covered with tile. The circular porch features clerestory openings covered with wrought iron window grilles and arched entry openings accessed via concrete steps and metal railing. The entry is flanked by a fixed, and a sliding sash window to the left and right, respectively. The building's one-story-over-garage eastern volume features two wood garage doors on the south façade at the ground level. Above the garage, there is a sliding, glass door covered with wrought iron window grilles that opens out onto a wood and wrought iron balconet located beneath a wood and tile pent roof overhang. There are two vent holes beneath the gable and two one-over-one, vinyl-sash windows to the left of the balcony.

A one-story, ancillary building is located along the building's east façade. The building's west façade features a fixed, multi-lite window flanked by two arched recesses.



SOURCE: ESA, 2025

**Figure 12**  
1481 Virginia Street, view facing northeast

### Construction Chronology

The building at 1481 Virginia Street is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. In 1929, the Hughes & Beach construction firm applied to construct a single-family residence on the property. The parcel is recorded as vacant in a 1929 Sanborn Fire Insurance Company map<sup>63</sup> and assessor records indicate that construction of the building was completed in 1930.<sup>64</sup> The residence appears in a 1939 aerial photograph with a footprint and massing consistent with its present conditions.<sup>65</sup> The 1950 Sanborn Fire Insurance Company map depicts the property at 1481 Virginia Street as being developed with a one-story, residential building.<sup>66</sup>

According to building permit records and other property records on file with BAHA, recorded in newspapers and historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time. Included are the replacement of the roof ca. 2008<sup>67</sup> and the replacement of original windows at an unknown date(s).

### Evaluation

#### Criterion A – Event

Preliminary research did not identify any significant associations between the residential building at 1481 Virginia Street and important events in the past. The building was constructed ca. 1930, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1481 Virginia Street was the site of a specific historical event or that it was significant in the

<sup>63</sup> Sanborn Fire Insurance Company, *Insurance Maps of Berkeley, California*, Volume 1, 1929, Sheet 8.

<sup>64</sup> ParcelQuest, “Alameda County Assessor Records for 1481 Virginia Street,” accessed February 18, 2025.

<sup>65</sup> UC Santa Barbara Library (UCSB), Framefinder aerial imagery, Flight C\_5750, Frame 289-98, Scale 1:20,000, January 1, 1939.

<sup>66</sup> Sanborn Fire Insurance Company, *Insurance Maps of Berkeley, California*, Volume 1, 1950, Sheet 8.

<sup>67</sup> Google, “Google Street View of 1481 Virginia Street,” Google Maps, April 2008.

residential history of the neighborhood. For these reasons, 1481 Virginia Street is recommended ineligible under Criterion A.

#### Criterion B – Person

Preliminary research did not identify any significant associations between 1481 Virginia Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1481 Virginia Street is recommended ineligible under Criterion B.

#### Criterion C – Design/Construction

The building at 1481 Virginia Street was constructed as a single-family residence ca. 1930. It was designed in the Spanish Colonial Revival Style and possesses several character-defining features of the style, such as a low-pitched red tile roof, arched fenestration, stucco/plaster walls, and an asymmetrical façade. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. The building was constructed by the construction firm Hughes & Beach, which preliminary research suggests did not make significant contributions to the residential or commercial development of Berkeley. As such, the building does not appear to have been the work of a master architect or construction firm of merit. For these reasons, 1481 Virginia Street is recommended ineligible under Criterion C.

#### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1481 Virginia Street is representative of residential property types constructed in North Berkeley during the early 20<sup>th</sup> century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early 20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1481 Virginia Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

### **1696 Sacramento Street (APN 058-2145-035)**

#### **Architectural Description**

The property at 1696 Sacramento Street is occupied by a split-level, single-family residence that features an irregular footprint. It is of wood-frame construction, clad with stucco, supported by a cement foundation, and is composed of two main volumes. The eastern volume is a residence capped by an intersecting gable roof with exposed eaves and covered with red tiles. The western volume features a secondary one-story-over-garage building capped by a flat roof (**Figure 13**).

The primary (east) façade faces Sacramento Street and features a recessed wood panel door covered with a metal screen and is accessed by a brick entry porch with brick steps. A low brick veneer watertable extends along the southern portion of the east façade. Two sliding, vinyl-sash windows flank the recessed entrance. To the north of the entrance, a fixed, arched window is located beneath the east-facing gable. The north façade appears to feature a one-over-one, single-hung window, two sliding, sash windows, and an exposed brick chimney. The south façade features two sliding, vinyl-sash windows and a secondary entrance with a partially glazed, wood door recessed beneath a metal pent roof overhang and partially enclosed by a stucco and wood lattice privacy wall.

The western volume features a secondary living space located above a garage. The south façade features a vertical wood board garage door and a sliding, vinyl-sash window at the second-floor level. The eastern façade features two sliding, vinyl-sash windows at the first- and second-floor level, respectively. From the public right-of-way additional sliding, vinyl-sash windows are visible on the western volume's west and north facades at the second-floor level.



SOURCE: ESA, 2025

**Figure 13**

1696 Sacramento Street, view facing northwest.

### Construction Chronology

The building at 1696 Sacramento Street is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. In 1929, the property appears in a Sanborn Fire Insurance Company map as being improved with a small office building.<sup>68</sup> In 1937, property owner Clarence J. Kenney submitted a building permit to construct a

<sup>68</sup> Sanborn, 1929, Sheet 8.

residence on the property.<sup>69</sup> However, an aerial photograph taken in January 1939 indicates that the office building remained on the property and a residence had yet to be constructed.<sup>70</sup> As such, it is likely that the extant residence was constructed around 1939 or shortly thereafter. The extant residence was first recorded in a 1950 Sanborn Fire Insurance Company map with an overall footprint matching present conditions.<sup>71</sup> The residence at 1696 Sacramento Street later appears in a 1965 aerial photograph with a footprint and massing consistent with present conditions.<sup>72</sup>

According to building permit records and other property records on file with BAHA, newspaper articles, historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time. Included are minor exterior siding repairs and repainting in 2024 and the replacement of original windows at an unknown date(s).

## Evaluation

### Criterion A – Event

Preliminary research did not identify any significant associations between the residential building at 1696 Sacramento Street and important events in the past. The building was constructed ca. 1939, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1696 Sacramento Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1696 Sacramento Street is recommended ineligible significance under Criterion A.

### Criterion B – Person

Preliminary research did not identify any significant associations between 1696 Sacramento Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1696 Sacramento Street is recommended ineligible under Criterion B.

### Criterion C – Design/Construction

The building at 1696 Sacramento Street was constructed as a single-family residence ca. 1939. It was designed in the Spanish Colonial Revival Style and possesses several character-defining features of the style, such as a low-pitched red tile roof, arched fenestration, stucco walls, and an asymmetrical façade. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. While original permit records do not list a known architect associated with the subject building, an individual by the name of M. Jordan is listed as the builder of the extant residence. Preliminary research of Jordan does not suggest that Jordan made significant contributions to the residential development of Berkeley or elsewhere and, as such, the

<sup>69</sup> “Building Permit 43967,” City of Berkeley, December 21, 1937. On file at Berkeley Architectural Heritage Association.

<sup>70</sup> UCSB, Framefinder aerial imagery, Flight C\_5750, Frame 289-98, Scale 1:20,000, January 1, 1939.

<sup>71</sup> Sanborn, 1950, Sheet 8.

<sup>72</sup> UCSB, Framefinder aerial imagery, Flight CAS\_65\_130, Frame 15-141, Scale 1:20,000, May 1, 1965.

building does not appear to have been the work of a master architect or builder of merit. For these reasons, 1696 Sacramento Street is recommended ineligible under Criterion C.

#### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1696 Sacramento Street is representative of residential property types constructed in North Berkeley during the early 20<sup>th</sup> century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early 20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1696 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

### **1501 Virginia Street (APN 058-2153-017)**

#### **Architectural Description**

The property at 1501 Virginia Street is occupied by a ca. 1925 residence (1501 Virginia Street) and a ca. 1960s detached garage and secondary dwelling space (1685 Sacramento Street). The ca. 1925 single-family residence is a split-level building with an irregular footprint. It is of wood-frame construction, clad variously with stucco and horizontal, vinyl lap siding, and capped with a flat roof with a shaped parapet along the south and west façades. The primary (south) façade faces Virginia Street and features a recessed wood-panel door with a metal-and-glass screen beneath a gabled-roof porch covered with red tile. A large, fixed bay window beneath a hipped dormer covered with red tile is located to the right of the entrance. The east façade is primarily clad with vinyl lap siding and features single-hung and fixed, vinyl-sash windows. The west façade features single-hung and fixed, vinyl-sash windows, and a large, fixed bay window beneath a hipped dormer covered with red tile. (**Figure 14**).

The residence's north façade features a wood panel, secondary entrance. A wood stairway leads to an enclosed breezeway that connects the residence at 1501 Virginia Street with a secondary dwelling addressed 1685 Sacramento Street. The breezeway is clad with board-and-batten siding and features metal-sash windows and a wood panel door covered with a metal screen.

The one-story-over-garage building at 1685 Sacramento Street is clad with drop channel wood siding and capped with a flat roof with a shallow overhang and exposed eaves. The west façade features a vinyl, two-car garage door and a casement, vinyl-sash window at the second-floor level. The north façade features two single-hung, vinyl-sash windows at the second-floor level.



SOURCE: ESA, 2025

**Figure 14**

1501 Virginia Street, view facing northwest

### Construction Chronology

The building at 1501 Virginia Street is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. The earliest available property permit records indicate that the extant residence at 1501 Virginia Street had been constructed on the northeast corner of Virginia and Sacramento Streets by 1925. That same year, owner A.H. Farnell constructed a detached garage (not extant) on the north end of the property.<sup>73</sup> Both the residence and detached garage were recorded in a 1929 Sanborn Fire Insurance Company Map. A review of subsequent aerial imagery and Sanborn maps indicates that the property remained largely unchanged until at least 1950. In 1951, a garage and “hobby room” (likely 1685 Sacramento Street) was constructed on the north end of the parcel.<sup>74</sup> In 1955, the residence and garage/hobby room were converted into a duplex.<sup>75</sup>

### Evaluation

#### Criterion A – Event

Preliminary research did not identify any significant associations between the residential building at 1501 Virginia Street and important events in the past. The building was constructed by 1925, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1501 Virginia Street was the site of a specific historical event or that it was significant in the

<sup>73</sup> “Building permit 12670,” City of Berkeley, 1925. On file at Berkeley Architectural Heritage Association.

<sup>74</sup> “Week’s Permits Total \$249,448,” *The Berkeley Gazette*, February 19, 1951, 11.

<sup>75</sup> “6 Use Permits Before Board,” *The Berkeley Gazette*, May 14, 1955, 3.

residential history of the neighborhood. For these reasons, 1501 Virginia Street is recommended ineligible under Criterion A.

#### Criterion B – Person

Preliminary research did not identify any significant associations between 1501 Virginia Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1501 Virginia Street is recommended ineligible under Criterion B.

#### Criterion C – Design/Construction

The building at 1501 Virginia Street was constructed as a single-family residence around 1925. It was designed in the Spanish Colonial Revival Style and possesses several character-defining features of the style, such as red tile accents, an arched entryway, stucco walls, and an asymmetrical façade. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Preliminary research did not identify an architect or builder associated with the extant building and, as such, does not appear to have been the work of a master architect or builder of merit. For these reasons, 1501 Virginia Street is recommended ineligible under Criterion C.

#### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1501 Virginia Street is representative of residential property types constructed in North Berkeley during the early 20<sup>th</sup> century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early 20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1501 Virginia Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

### **1701–1703 Sacramento Street (APN 058-2151-001)**

#### **Architectural Description**

The property at 1701–1703 Sacramento Street is a 0.091-acre parcel occupied by a one- and two-story, split-level duplex. The building is of wood-frame construction, features an irregular footprint, and is capped by a series of hipped and gabled roofs covered with asphalt shingles. The building is variously clad in stucco, channel-drop wood siding, and board-and-batten wood siding. All original wood-sash windows have been replaced with sliding, aluminum-sash windows. The north unit (1701 Sacramento Street) retains its original massing. The south unit (1703 Sacramento Street) has been significantly enlarged with a one- and two-story addition.

The primary (west) façade faces Sacramento Street (**Figure 15**). At the center is a two-story mass with two one-car garage doors at the first floor and two sliding windows on the second floor. To the north is a one-story mass that contains the recessed entry to 1701 Sacramento Street, which is set back behind a small, fenced yard and partially obscured by mature vegetation. The entry is accessed by a path accessible from Virginia Street and a set of steps. To the south of the garages is a one- and two-story mass that contains the recessed entry to 1703 Sacramento Street, which is set back behind a small, fenced yard. The entry is accessed by a path accessible from Sacramento Street and a set of steps.



SOURCE: ESA, 2025

**Figure 15**

1701–1703 Sacramento Street, facing northeast.

### Construction Chronology

Prior to the construction of 1701–1703 Sacramento Street in 1940, the property was occupied by a one-story building that functioned as a waiting room, as shown on the 1929 Sanborn map. 1701–1703 Sacramento Street was constructed in 1940 as a duplex, a use that continues to the present day. Besides the replacement of the original wood-sash windows in the south unit (1703 Sacramento Street), no other known alterations were made before 1970. In the late 1970s, an addition to the first floor of 1703 Sacramento Street was constructed, and a second-floor addition was constructed in 1985 on the same unit. The current configuration of the building was reached after the two additions, as documented in a site plan from 1986. At this writing, all original fenestration appears to have been replaced.

### Evaluation

#### Criterion A – Event

Preliminary research did not identify any significant association between the residential building at 1701–1703 Sacramento Street and important events in the past. The building was constructed in 1940, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1701–1703 Sacramento Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1701–1703 Sacramento Street is recommended ineligible under Criterion A.

### Criterion B – Person

Preliminary research did not identify any significant association between the residential building at 1701–1703 Sacramento Street and important persons. A review of archival materials identified several owners and tenants over the years, indicating that the building has continuously functioned as duplex. Building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the property whose personal achievements or profession accomplishments rose to national significance. For these reasons, 1701–1703 Sacramento Street is recommended ineligible under Criterion B.

### Criterion C – Design/Construction

The building at 1701–1703 Sacramento Street was constructed as a duplex in 1940. It is an early example of the Split-Level Style and possesses several character-defining features of the style, such as a combination of one- and two-story massing, interior organization of living zones across three levels, low-pitched roof, vague Colonial Revival-style exterior detailing, a variety of cladding materials, and street-facing garage doors. However, the building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permit and assessor records do not identify the architect. The builder was George O. Bendon (1896–1975), who was born in Finland and was a member of the Carpenter’s Union Local 22 of San Francisco.<sup>76</sup> As such, the building does not appear to have been the work of a master architect or construction firm of merit. Moreover, it has undergone several alterations and additions since the time of its construction. For these reasons, 1701–1703 Sacramento Street is recommended ineligible under Criterion C.

### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1701–1703 Sacramento Street is representative of residential property types constructed in North Berkeley during the mid-20th century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of mid-20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1701–1703 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

## **1709 Sacramento Street (APN 058-2151-018-01)**

### **Architectural Description**

The property at 1709 Sacramento Street is occupied by an altered bungalow-style one-and-two-story multi-family residential building featuring an irregular footprint. The residence is of wood-frame construction, clad with textured stucco, and capped by a gable roof with exposed eaves, decorative wood braces, and asphalt shingles (**Figure 16**).

<sup>76</sup> “Bendon” (obituary), *Daily Independent Journal* (San Rafael, CA), June 2, 1975, 4.

The primary (west) façade faces Sacramento Street and features a partially-glazed, wood panel primary entrance recessed beneath an off-center, gabled-roof covered porch supported by square columns and partially enclosed by a stucco pony wall. The residence is set back from the front lot line and features a brick path leading to the off-center, brick porch. To the right of the entrance is a fixed window with a multi-lite transom. The south façade features a stucco chimney flanked by five fixed and single-hung, vinyl windows. The north façade features several single-hung, metal-sash windows. The ca. 1940s addition on the residence’s east façade features multiple single-hung, metal- and vinyl-sash windows on the north, west, and south façades.



SOURCE: ESA, 2025

**Figure 16**

1709 Sacramento Street, facing east.

### Construction Chronology

Surviving building permit, assessor, and property records for 1709 Sacramento Street indicate that the extant residence was constructed around 1925.<sup>77</sup> In 1923, an individual named Walt James<sup>78</sup> constructed a garage on the property. In 1928, an addition was constructed on the east end of a one-story “bungalow” dwelling on the property.<sup>79,80</sup> A review of subsequent property records and Sanborn Fire Insurance Company maps indicates that a larger addition with a second-floor apartment was constructed on the east

<sup>77</sup> ParcelQuest, “Alameda County Assessor Records for 1709 Sacramento Street,” accessed February 21, 2025.

<sup>78</sup> The building permit for the garage did not identify a property owner. “Building Permit 15668,” City of Berkeley, May 6, 1923. On file at Berkeley Architectural Heritage Association.

<sup>79</sup> “Building Permit 301111,” City of Berkeley, March 22, 1928. On file at Berkeley Architectural Heritage Association.

<sup>80</sup> “Building Permit 30112,” City of Berkeley, March 22, 1928. On file at Berkeley Architectural Heritage Association.

façade of the dwelling, the original garage had been demolished and replaced during the 1940s.<sup>81,82</sup> In 1965, the residence appears in an aerial photograph with an overall massing and footprint consistent with present conditions.<sup>83</sup> Archival review indicates that the property has continuously functioned as a residential building since the time of its construction.

According to building permit records and other property records on file with BAHA, recorded in newspapers and historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time. Included are the construction of a second-floor apartment addition and garage between 1941 and 1942<sup>84,85</sup> and the construction of a large ancillary building on the eastern portion of the property ca. 2022.<sup>86</sup>

## Evaluation

### Criterion A – Event

Preliminary research did not identify any significant association between the residential building at 1709 Sacramento Street and important events in the past. The building was constructed ca. 1925, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1709 Sacramento Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1709 Sacramento Street is recommended ineligible under Criterion A.

### Criterion B – Person

Preliminary research did not identify any significant association between the residential building at 1709 Sacramento Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the property whose personal achievements or profession accomplishments rose to national significance. For these reasons, 1709 Sacramento Street is recommended ineligible under Criterion B.

### Criterion C – Design/Construction

The building at 1709 Sacramento Street was constructed as a single-family residence ca. 1925. It was designed in the Craftsman/California Bungalow Style and possesses several character-defining features of the style, such as stucco siding, a porch on the primary façade, a gabled roof, square porch posts, and rectangular windows. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permit and assessor records did not identify the architect or builder of the residence. As such, the building does not appear to have been the work of a master architect or construction firm of merit. Moreover, it has

<sup>81</sup> “Building Permit 52134,” City of Berkeley, December 17, 1941. On file at Berkeley Architectural Heritage Association.

<sup>82</sup> “Building Permit 52135,” City of Berkeley, December 17, 1941. On file at Berkeley Architectural Heritage Association.

<sup>83</sup> UCSB, Framefinder aerial imagery, Flight CAS-65-130, Frame 15-141, May 1, 1965.

<sup>84</sup> “Building Permit 301111,” City of Berkeley, March 22, 1928. On file at Berkeley Architectural Heritage Association.

<sup>85</sup> “Building Permit 30112,” City of Berkeley, March 22, 1928. On file at Berkeley Architectural Heritage Association.

<sup>86</sup> HistoricAerials.com, “1709 Sacramento Street,” 2020 and 2022. <https://www.historicaerials.com/>.

undergone several alterations and additions since the time of its construction. For these reasons, 1709 Sacramento Street is recommended ineligible under Criterion C.

#### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1709 Sacramento Street is representative of residential property types constructed in North Berkeley during the early 20<sup>th</sup> century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early 20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1709 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

#### ***1715 Sacramento Street (APN 058-2151-017)***

##### **Architectural Description**

The property at 1715 Sacramento Street is occupied by an altered bungalow-style, one-story single-family residential building featuring an irregular footprint. The residence is of wood-frame construction, supported by a concrete foundation, clad with stucco, and capped by a front facing gable roof with exposed eaves and rafter tails, decorative wood braces beneath the gables, and composition shingles (**Figure 17**).

The primary (west) façade faces Sacramento Street and features an enclosed, off-center gable-roofed porch with a partially-glazed, wood panel door accessed by concrete steps with a metal handrail. To the left of the entrance is a two-lite, asymmetrical window with a lower louvered operable sash. The north façade features a stucco covered chimney flanked by four vinyl-sash, single-hung and sliding windows. The south façade features three four-over-one, single-hung, vinyl-sash windows and at least one sliding, vinyl-sash window that is visible from the public-right of way.



SOURCE: ESA, 2025

**Figure 17**

1715 Sacramento Street, facing southeast.

### Construction Chronology

The building at 1715 Sacramento Street is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. Surviving building permit, assessor, and property records for 1709 indicate that the extant residence was constructed between 1922<sup>87</sup> and 1924.<sup>88</sup> A detached garage was constructed to the east of the residence in 1923.<sup>89</sup> Both buildings appear with roughly the same footprint in Sanborn Fire Insurance Maps published in 1929 and 1950. A photograph of the building dated to ca. 1953 indicates that the residence has retained its original massing and footprint. Archival review indicates that the property has continuously functioned as a residential building since the time of its construction.

According to building permit records and other property records on file with BAHA, recorded in newspapers and historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time. Included are a roof replacement

<sup>87</sup> Building permit 12930, October 20, 1922, on file at Berkeley Architectural Heritage Association.

<sup>88</sup> ParcelQuest, "Alameda County Assessor Records for 1715 Sacramento Street," accessed February 24, 2025.

<sup>89</sup> "Building Permit 13549," City of Berkeley, March 11, 1923. On file at Berkeley Architectural Heritage Association.

in 1941,<sup>90</sup> the replacement of the porch and entry steps in 1942,<sup>91</sup> and the replacement of several original windows at an unknown date(s).

## Evaluation

### Criterion A – Event

Preliminary research did not identify any significant association between the residential building at 1715 Sacramento Street and important events in the past. The building was constructed between 1922 and 1924, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1715 Sacramento Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1715 Sacramento Street is recommended ineligible under Criterion A.

### Criterion B – Person

Preliminary research did not identify any significant association between the residential building at 1715 Sacramento Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1715 Sacramento Street is recommended ineligible under Criterion B.

### Criterion C – Design/Construction

The building at 1715 Sacramento Street was constructed as a single-family residence between 1922 and 1924. It was designed in the Craftsman/California Bungalow Style and possesses several character-defining features of the style, such as stucco siding, a porch on the primary façade, a gabled roof, exposed eaves and rafter tails, and rectangular windows. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permits indicate that the residence was designed by an individual named “C. Schaud” and was built by the property’s original owner, D.L. Heim. Preliminary research does not suggest that either Schaud or Heim were significant to the residential development of Berkeley or were considered a master architect or builder, respectively. Moreover, it has undergone several alterations and additions since the time of its construction. For these reasons, 1715 Sacramento Street is recommended ineligible under Criterion C.

### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1715 Sacramento Street is representative of residential property types constructed in North Berkeley during the early 20<sup>th</sup> century. The building was constructed of standard materials and with standard methodologies. Furthermore, the

<sup>90</sup> “Building Permit 50348,” City of Berkeley, February 19, 1941. On file at Berkeley Architectural Heritage Association.

<sup>91</sup> “Building Permit 52547,” City of Berkeley, April 8, 1942. On file at Berkeley Architectural Heritage Association.

construction and manufacturing methodologies of early 20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1715 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

### **1719 Sacramento Street (APN 058-2151-016)**

#### **Architectural Description**

The property at 1719 Sacramento Street is occupied by an altered bungalow-style one- and two-story single-family residential building constructed in 1925.<sup>92</sup> The building includes an original one-story volume at the west, and a two-story volume addition to the east, which form an L-shaped building footprint. The residence is of wood-frame construction, supported by a concrete foundation, clad with stucco, and capped by a hipped roof with projecting eaves (**Figure 18**).

The primary (west) façade faces Sacramento Street and is symmetrically composed with a projecting glazed entrance porch. The porch bay includes fixed multi-lite glazing and a pair of wood French doors. A paved driveway leads to a set of steps to the entrance porch, which includes a curved pier and a capped column. The entrance porch is flanked by fixed, wood, multi-lite windows. The north façade features a stucco-clad chimney flanked by wood multi-lite windows. The east facade includes two pairs of single-hung wood windows, and a single single-hung wood window. The property includes a sloped driveway along the south façade of the home, a wood fence, and shrubbery within a raised dry laid stone planting bed.



SOURCE: ESA, 2025

**Figure 18**

1719 Sacramento Street, facing west.

<sup>92</sup> ParcelQuest, “Alameda County Assessor Records for 1719 Sacramento Street,” accessed February 25, 2025.

## Construction Chronology

The property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. According to ParcelQuest, 1719 Sacramento Street was constructed in 1925.<sup>93,94</sup> Aaro Niska was listed as the builder on the original building permit. The building and property have been modified since original construction.

Building permits indicate that there was a substantial addition to the property as early as 1929, four years after original construction.<sup>95</sup> The 1929 Sanborn Map depicts 1719 Sacramento Street developed with one-story volume along Sacramento Street and two-story volume oriented at the rear of the property. A 1939 building permit indicates that a portion of a garage was removed in order to expand an upper floor bedroom, indicating further expansion of the original structure.<sup>96</sup> Later changes include an electrical service panel upgrade and the installation of a sump pump in the 2020s.<sup>97,98</sup>

## Evaluation

### Criterion A – Events

Preliminary research did not identify any significant association between the multi-family residential building at 1719 Sacramento Street and important events in the past. The building was constructed in 1925, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1719 Sacramento Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1719 Sacramento Street does not appear to possess significance under Criterion A.

### Criterion B – Person

Preliminary research did not identify any significant association between the residential building at 1719 Sacramento Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1719 Sacramento Street does not appear to possess significance under Criterion B.

### Criterion C – Design/Construction

1719 Delaware Street was constructed as a one-story single-family residence in 1925. It was designed in the Craftsman/California Bungalow Style and possesses several character-defining features of the style, such as stucco siding, a porch on the primary façade, a gabled roof, and projecting eaves. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permits indicate that the residence was designed and built by an individual named “Aaro Niska.” Preliminary research does not suggest that

<sup>93</sup> Building Permit 17023,” City of Berkeley, June 3, 1924. On file at Berkeley Architectural Heritage Association.

<sup>94</sup> ParcelQuest, “Alameda County Assessor Records for 1719 Sacramento Street,” accessed February 25, 2025.

<sup>95</sup> “Building Permit 33764,” City of Berkeley, November 22, 1929. On file at Berkeley Architectural Heritage Association.

<sup>96</sup> “Building Permit 46860,” City of Berkeley, June 3, 1939. On file at Berkeley Architectural Heritage Association.

<sup>97</sup> “Electrical Permit B2020-03427,” City of Berkeley, October 9, 2020.

<sup>98</sup> “Building Permit B2024-00238,” City of Berkeley, January 18, 2024.

Niska significant to the residential development of Berkeley or was considered a master builder. Moreover, the property has undergone several alterations and additions since the time of its construction. For these reasons, 1719 Sacramento Street does not appear to possess significance under Criterion C.

#### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1719 Sacramento Street is representative of residential property types constructed in North Berkeley during the early 20<sup>th</sup> century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early 20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1719 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it does not appear to possess significance under Criterion D.

### **1721 Sacramento Street (APN 058-2151-015)**

#### **Architectural Description**

The property at 1721 Sacramento Street is occupied by a Spanish Colonial Revival style two-story single-family residential building, constructed in 1927. The property has a rectangular footprint, asphalt shingled intersecting gabled roof and is clad in stucco (**Figure 19**). The primary (west) façade faces Sacramento Street and is asymmetrically composed. The northern end of the facade includes a two-story bay which has a single-car garage with a two-leaf, carriage-style wood door at the ground floor and a tripartite window assembly at the upper floor. A planter box with decorative brackets sits below the window assembly, and an awning roof clad in terracotta coping with decorative brackets sits above the window assembly. The roofline is clad in rolled roofing with terracotta coping and includes an asymmetrical front-facing gable at the two-story volume which extends southward to also cover a semi-enclosed front porch at the southern end of the facade. Accessible via a set of concrete steps, the recessed front porch includes a wood soffit and column, and a large picture window at top of the landing. A single wood casement window with metal security bars sits generally centered in the facade. A chimney extends through the gable peak on the south facade. The property is slightly setback from the street and has a concrete driveway leading to the garage. Non-original pavers form planting areas on either side of the front steps that include mature landscaping.



SOURCE: ESA, 2025

**Figure 19**

1721 Sacramento Street, view facing east

### Construction Chronology

The property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. According to the original building permit on file at BAHA, 1721 Sacramento Street was constructed in 1927.<sup>99</sup> The 1929 Sanborn map depicts the property as being developed with a one-story residential building with a detached garage.

According to building permit records and other property records on file with BAHA, recorded in newspapers and historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time. A photograph from 1950 illustrates the building roughly 20 years after construction, with its original tripartite window assembly with multi-lite windows at the upper floor, and an open-air porch with French doors. A 1971 photograph of the property shows the altered aluminum window assembly at the upper floor, and a large picture window in place of the earlier French doors – both of which remain today. The property was reroofed in 1963, and a wood awning roof was added to the front porch in 1965.<sup>100,101</sup> An advertisement for the home in 1971 indicates that the home included a “Living room with fireplace, dining room, nice sunny kitchen overlooking backyard, two big bedrooms and one bath.”<sup>102</sup> The property was reroofed again in 1977.<sup>103</sup>

<sup>99</sup> “Building Permit 27495,” City of Berkeley, April 6, 1927. On file at Berkeley Architectural Heritage Association.

<sup>100</sup> “Building Permit 97121,” City of Berkeley, February 27, 1963,

<sup>101</sup> “Building Permit 104190,” City of Berkeley, September 1, 1956.

<sup>102</sup> “OPEN SUNDAY 1-3: 1721 Sacramento St.,” *The Berkeley Gazette*, June 10, 1971.

<sup>103</sup> “Building Permit 081177619,” City of Berkeley, August 11, 1977.

Later modifications include the construction of a deck at the rear of the home, and seismic and plumbing upgrades.<sup>104,105,106,107,108,109</sup>

## Evaluation

### Criterion A – Event

Preliminary research did not identify any significant association between the multi-family residential building at 1721 Sacramento Street and important events in the past. The building was constructed in 1927, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1721 Sacramento Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1721 Sacramento Street does not appear to possess significance under Criterion A.

### Criterion B – Person

Preliminary research did not identify any significant association between the residential building at 1721 Sacramento Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1721 Sacramento Street does not appear to possess significance under Criterion B.

### Criterion C – Design/Construction

The building at 1721 Sacramento Street was constructed as a single-family house in 1927. It was designed in a simplified Spanish Colonial Revival Style and possesses several character-defining features of the style, such as stucco siding, a red tile roof with no eave overhang, and an asymmetrical facade. However, the building appears to be a simplified example of single-family home articulated in the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. Research did not identify an original architect or a builder for the property. Moreover, it has undergone several alterations and additions since the time of its construction. For these reasons, 1719 Sacramento Street does not appear to possess significance under Criterion C.

### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1721 Sacramento Street is representative of residential property types constructed in North Berkeley during the early 20<sup>th</sup> century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early 20<sup>th</sup>-century residential buildings are well

<sup>104</sup> “Building Permit B1997-00896,” City of Berkeley, March 5, 1997.

<sup>105</sup> “Building Permit B2003-03675,” City of Berkeley, August 20, 2003.

<sup>106</sup> “Building Permit B2017-03451,” City of Berkeley, August 9, 2017.

<sup>107</sup> “Building Permit B2018-01671,” City of Berkeley, April 30, 2018.

<sup>108</sup> “Building Permit B2022-00847,” City of Berkeley, February 25, 2022.

<sup>109</sup> “Building Permit B2023-01672,” City of Berkeley, April 5, 2023.

documented. There is no evidence to suggest that 1721 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it does not appear to possess significance under Criterion D.

### **1501 Francisco Street (APN 058-2151-014)**

#### **Architectural Description**

The property at 1501 Francisco Street, which is also addressed as 1501-1503 Francisco Street, is occupied by a one and a half story, 1,718-square foot, multiple family residential building that features a rectangular footprint and multiple low-pitched hipped roof forms covered in composite shingles (**Figure 20**). The primary (south) façade faces Francisco Street and features a projecting central volume flanked by two volumes which each contain one residential unit. The first floor is clad with a brick veneer watertable and the central volume features two, roll-up garage doors of contemporary construction. The second floor is clad in painted stucco; the central volume features two pairs of eight-lite fixed windows, while the east and west volumes' primary facades each feature a small, 4-lite fixed window and a pair of 12-lite windows. Entrances to both the east and west volumes are through four-panel wooden doors that are accessed from sets of concrete stairs which are clad in the same brick veneer as the first floor.

The east and west facades feature the same stucco-and-brick veneer cladding. Fenestration consists of fixed windows and sliding vinyl windows. The east facade is separated from the adjacent building by approximately twenty feet, while the west façade overlooks Sacramento Street. The rear (north) façade is not visible from the public right of way.



SOURCE: ESA, 2025

**Figure 20**

1501 Francisco Street, view facing north

#### **Construction Chronology**

According to building permits obtained from the City of Berkeley, 1501 Francisco Street property was constructed as a duplex in 1953 for an initial cost of \$17,475.<sup>110</sup> As such, the parcel is depicted as unimproved in an aerial photograph from 1946 and a 1950 Sanborn Fire Insurance Map. The property is

<sup>110</sup> "Building Permit #72553," City of Berkeley.

first visible on an aerial photograph from 1958. The 1980 Sanborn Map shows the property at 1501 Francisco Street with the same footprint as present and indicates that there are two residential units within the building.

Records from BAHA indicate that 1501 Francisco Street was placed for sale in 1960 and characterized as “duplexes, elevated bedrooms, brick trim, private entries, and “transportation element.” The property was characterized further as “a charming, very well-designed unit for privacy and good land use” which “could not be built under present zoning.”<sup>111</sup> The records from BAHA also contained a photograph of 1501 Francisco Street from approximately 1960.

According to property records on file with BAHA, historic aerial imagery, and ESA staff observations during an intensive pedestrian survey in February of 2025, there have been changes to 1501 Francisco Street, most notably the replacement of the original aluminum casement windows on the primary (south) façade and the addition of at least one window opening. It is unknown at what date between 1964 and 2025 these changes occurred.

## Evaluation

### Criterion A – Event

Preliminary research did not identify any significant associations between the multiple family residence at 1501 Francisco Street and important events in history. The property at 1501 Francisco Street was constructed in 1951, decades after the initial residential character was set for North Berkeley. Review of archival data does not indicate that 1501 Francisco Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1501 Francisco Street does not appear to possess significance under Criterion A.

### Criterion B – Person

Preliminary research did not identify any significant associations between the property at 1501 Francisco Street and important persons. City directories, census data, and newspaper articles identified many short-term tenants over the years, suggesting that the property functioned as a rental property for much of its existence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1501 Francisco Street does not appear to possess significance under Criterion B.

### Criterion C – Design/Construction

The property at 1501 Francisco Street has functioned as a multiple family residence since its construction in 1951, which is a common property type in Berkeley and nearby cities throughout the 20<sup>th</sup> century. A review of property records and historic photographs confirms that various alterations have been made since the property’s initial construction, including the addition of at least one window opening on the primary elevation and the replacement of major windows on the primary elevation. Despite these alterations, 1501 Francisco Street largely retains its original massing, footprint, and spatial relationship of two separate residential units within one building (i.e., a duplex). The property was designed in the post-war minimal style, a common and ubiquitous style of post-World War II residential housing and retains

<sup>111</sup> Property File for 1501 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

some character-defining features of the style such as stucco siding, hip and gable roofs, small entrance porches, and multi-lite windows<sup>112</sup>. However, the property appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion on the National Register. Both multiple family residential properties and the post-war minimal traditional architectural style were common features of residential improvements within the City of Berkeley and nearby cities throughout the 20<sup>th</sup> century and are not a unique property type or design, nor does the property possess high artistic values. While the building's original and subsequent design professionals and/or craftsmen are unknown, however the property does not appear to represent the work of a master. For these reasons, 1501 Francisco Street does not appear to possess significance under Criterion C.

#### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1501 Francisco Street is representative of residential property types constructed in North Berkeley during the early 20<sup>th</sup> century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early 20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1501 Francisco Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it does not appear to possess significance under Criterion D.

### **1504 Francisco Street (APN 058-2150-022)**

#### **Architectural Description**

The property at 1504 Francisco Street is occupied by a one and two-story, 1,624-square foot multiple family residential building which features a roughly rectangular footprint with a flat roof. The building is comprised of a central, two-story volume with a second, one-story volume that projects to south (rear) as well as to the east and west. The primary (north) façade fronts Francisco Street (**Figure 21**). The primary façade of the central volume features two garage doors on the first floor. The second-floor features two pairs of eight-lite vinyl sliding windows with four-lite single hung windows, flanked by exterior shutters, as well as small, diamond decorative details in the stucco finish. The east and west volumes' primary façades feature the same window assemblage, along with covered entrances that feature flat roofs and half-walls; behind the half-walls are small brick staircase leading to the pedestrian entrances. Each entry is through a screen door.

The east and west facades of the central volume and the building are also clad in stucco. The central, two-story volume features no fenestration, while the single-story volume's façade features a pair of 4-lite single hung windows flanked by an exterior shutter. The east façade is separated from the adjacent building by approximately 20 feet, while the west façade overlooks Sacramento Street. The rear (north) façade is not visible from the public right of way.

<sup>112</sup> California Department of Transportation (Caltrans), "Tract Housing in California, 1945-1973: A Context for National Register Evaluation," 2011, 69-70.



SOURCE: ESA, 2025

**Figure 21**

1504 Francisco Street, view facing southwest

### Construction Chronology

According to the original building permit obtained from the Berkeley Architectural History Association (BAHA), 1504 Francisco Street was constructed in 1941. As such, the property is first visible in an aerial photograph from 1946 and a 1950 Sanborn Fire Insurance Map. The property is also visible on an aerial photograph from 1958. The 1980 Sanborn Map shows the property at 1504 Francisco Street with the same footprint as present and indicates that there are two residential units within the building.

The original building permit (City of Berkeley Permit #50526), issued to Edward Maybern on March 24, 1941, was for a duplex to be a 35' x 60' building with a concrete foundation, clad in stucco, constructed by Builder Chas McLean of Oakland, California. Records from BAHA indicate that 1504 Francisco Street was placed for sale in 1969 and was characterized as a duplex where each unit has one living room, a bedroom, "eating space," kitchen, hardwood floors, and a washroom in the basement. By 1971, the real estate record indicates that the property is in a "good location just across the street from the new BART station."<sup>113</sup> In 1977, the real estate records indicate that the owner occupied one unit, with a tenant occupying the other, and characterized the property as "small but charming" with "inside entry from garage."<sup>114</sup> The records from BAHA also contained a composite photograph of the property showing its appearance in 1969, 1971, and 1977.

According to property records on file with BAHA, historic aerial imagery, and ESA staff observations during an intensive pedestrian survey in February of 2025, there have small changes to the property, most notably replacement of the original windows on the primary façade. It is unknown at what date between 1977 and 2025 these changes occurred.

<sup>113</sup> Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

<sup>114</sup> Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

## Evaluation

### Criterion A – Event

Preliminary research did not identify any significant associations between the multiple family residence at 1504 Francisco Street and important events in history. The property at 1504 Francisco Street was constructed in 1941, decades after the initial residential character was set for North Berkeley. Review of archival data does not indicate that 1504 Francisco Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1504 Francisco Street does not appear to possess significance under Criterion A.

### Criterion B – Person

Preliminary research did not identify any significant associations between the property at 1504 Francisco Street and important persons. City directories, census data, and newspaper articles identified many short-term tenants over the years, suggesting that 1504 Francisco Street functioned as a rental property owned by landlords for much of its existence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1504 Francisco Street does not appear to possess significance under Criterion B.

### Criterion C – Design/Construction

The property at 1504 Francisco Street has functioned as a multiple family residence since its construction in 1941, which is a common property type in Berkeley and nearby cities throughout the 20<sup>th</sup> century.<sup>115</sup> A review of property records and historic photographs confirms that various alterations have been made since the property's initial construction, including the replacement of major windows on the primary elevation. Despite these alterations, 1504 Francisco Street largely retains its original massing, footprint, and spatial relationship of two separate residential units within one building (i.e., a duplex). The property was designed in a vernacular interpretation of the International Style and retains some character defining features of the style such as geometric, bulky massing and a lack of ornamentation. However, the property appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion on the National Register. Both multiple family residential properties and the vernacular modern architectural style are found throughout the City of Berkeley and nearby cities throughout the 20<sup>th</sup> century and are not a unique property type or design, not does the property possess high artistic values. While the building's original and subsequent design professionals and/or craftsmen are unknown, however the property does not appear to represent the work of a master. For these reasons, 1504 Francisco Street does not appear to possess significance under Criterion C.

### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known about the period in which it was

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<sup>115</sup> ICF Consulting, "Flats and Small Apartment Buildings (1915-1978)," prepared for San Francisco Planning Department, 2011, F-27.

constructed, its method of construction, or its design. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early 20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1504 Francisco Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it does not appear to possess significance under Criterion D.

### **1731 Sacramento Street (APN 058-2150-021)**

#### **Architectural Description**

The property at 1731 Sacramento Street is occupied by an altered bungalow-style, three-story, multiple-unit building (or multi-family residential building) featuring a rectangular footprint. The residence is of wood-frame construction, supported by a concrete foundation, clad with stucco and has a hipped roof with composition shingles (**Figure 22**).

The primary (west) façade faces Sacramento Street and includes a ground-floor garage on the southern portion and stair access from the north which leads to a centralized second story, entry porch vestibule. The building is largely monolithic in its massing with a projecting central bay that includes the porch vestibule at the second floor and a porch with a metal awning at the third floor. Two sets of tripartite window assemblies punctuate the second and third floors, flanking either side of the projecting central bay. The window assemblies include a fixed centralized arched window and with flanking double hung windows. The porch vestibule at the second floor includes two fixed arched windows. A wooden fence extends in front of the garage door on the south side of the building, and a pedestrian wood gate sits on the north side of the building, accessible via a small set of concrete steps. Overgrown trees and shrubbery are generally centered in front of the primary facade.



SOURCE: ESA, 2025

**Figure 22**

1731 Sacramento Street, view facing west

## Construction Chronology

The property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. According to the original building permit, the multi-family apartment building was to be occupied by three families as flats and residences.<sup>116</sup> Units sit on the second and third floors, and a four-car garage sits at the ground floor. The 1929 and 1950 Sanborn maps depicted the three-flat property with a semi-enclosed porch at the front facade and a rear fire escape ladder. A 1975 property ownership card on file with BAHA indicated that 1729 Sacramento had a one-bedroom unit, 1731 Sacramento had a three-bedroom unit, and 1733 Sacramento had a one-bedroom unit.<sup>117</sup> Available building permits on file for the property were for the 1729 and 1731 Sacramento addresses. Archival review indicates that the property has continuously functioned as a multiple-unit building since the time of its construction. Recent building permits include work to repair termite damage at a deck and joists, the installation of a new electrical panel, and reroofing.<sup>118,119,120,121</sup>

## Evaluation

### Criterion A – Event

Preliminary research did not identify any significant association between the multi-family residential building at 1731 Sacramento Street and important events in the past. The building was constructed in 1926, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1731 Sacramento Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1731 Sacramento Street does not appear to possess significance under Criterion A.

### Criterion B – Person

Preliminary research did not identify any significant association between the residential building at 1731 Sacramento Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the building has continuously functioned as a multi-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1731 Sacramento Street does not appear to possess significance under Criterion B.

### Criterion C – Design/Construction

1731 Sacramento Street is a residential building that was constructed in 1926 as a three-story apartment house. It was designed in a vernacular Craftsman/California Bungalow-style, which was more commonly applied to single-family residences. The property includes the following features that are reflective of a multi-unit building, including: a street level enclosed garage, three stories in height, and a sense of symmetry, and features of the Craftsman/California Bungalow-style, including stucco siding and

<sup>116</sup> “Building permit 24549,” City of Berkeley, March 29, 1926. On file at Berkeley Architectural Heritage Association.

<sup>117</sup> Property ownership card for 1729-1731 Sacramento Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.

<sup>118</sup> “Building Permit B2018-02163,” City of Berkeley, June 4, 2018.

<sup>119</sup> “Building Permit B2022-01346,” City of Berkeley, March 28, 2022.

<sup>120</sup> “Building Permit B2022-02891,” City of Berkeley, June 24, 2022.

<sup>121</sup> “Building Permit B2024-04159,” City of Berkeley, August 23, 2024.

projecting eaves. Despite these features, the building is not distinctive and its features do not rise to the level of significance necessary for its inclusion on the National Register. The building is not a prominent example of its style or its type and it does not appear to be distinctive or unique within the City of Berkeley. As such, it does not appear to be significant for its design or engineering. Building permits indicate that the residence was designed and constructed by an individual named “S. E. Bisler.” Preliminary research does not suggest that Bisler was significant to the residential development of Berkeley and was not considered a master designer or builder, respectively. For these reasons, 1731 Sacramento Street does not appear to possess significance under Criterion C.

#### Criterion D – Information Potential

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1731 Sacramento Street is representative of residential property types constructed in North Berkeley during the early 20<sup>th</sup> century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early 20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1731 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it does not appear to possess significance under Criterion D.

## Potential Historic District

The *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* states that “a district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.” The APE spans both sides of Sacramento Street, which is the border between the North and Northwest Berkeley neighborhoods.<sup>122</sup> Aside from the North Berkeley BART Station and its associated surface parking lots, which occupy an entire city block within the APE, the area is predominately residential. Public transit played a major role in defining the character of the area during the early and mid-20<sup>th</sup> century. In 1911, the Santa Fe Railroad was constructed along West Street (two blocks west of the APE), and by 1929, a northwest-southeast swath of land through the modern-day BART station was used as a right-of-way for a Key System streetcar line.<sup>123</sup> During the 1960s, dozens of buildings located within the APE were razed prior to construction of the BART station and the associated subway tunnel.

While the age-eligible buildings in the APE reflect the historically residential character of the neighborhood, they do not—either individually or collectively—represent a unique, rare, or particularly influential example of this urban development trend. The subject buildings were constructed during the period 1900s–1960s, and the BART station opened in 1973. The properties in the APE do not possess a significant concentration, linkage, or continuity of buildings and/or sites united historically or

<sup>122</sup> Sacramento Street is the north-south boundary between the North and Northwest Berkeley neighborhoods.

<sup>123</sup> Rincon, “Historical Resources Evaluations,” 15.

aesthetically. Therefore, the group of 15 age-eligible 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 to possess significance under any National Register** either individually or as a historic district; therefore, a further assessment of integrity is not presented.

## 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 age-eligible 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

No archaeological resources have been identified in the APE, and the analysis presented in Chapter 4 indicates there is low potential to encounter buried Native American or historic-era archaeological resources within the APE during project implementation. 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.

Despite the low potential of encountering resources, there is always a possibility that previously unidentified archaeological resources could be encountered during project construction. Therefore, pursuant to 36 CFR 800.13(b)(3), if an inadvertent discovery is made during implementation of the proposed project, the City of Berkeley will require construction activities in the vicinity of the discovery to cease. Native American archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or foundations, as well as refuse deposits of metal, glass, and/or ceramic. After cessation of excavation, the contractor shall immediately contact the City of Berkeley. The contractor shall not resume work until authorization is received from the City.

In the event of unanticipated discovery of archaeological indicators during project implementation, the project sponsor shall retain the services of a SOI-qualified archaeologist to evaluate the significance of the find prior to resuming any activities that could impact the resource. If it is determined that the unanticipated archaeological discovery is a resource that is potentially eligible for listing in the National Register, and the site cannot be avoided, the City shall provide a research design and treatment plan, prepared by a qualified archaeologist, outlining recovery of the resource, analysis, and reporting of the find. The research design and excavation plan shall be submitted to and approved by the City, the SHPO, and the appropriate Native American organizations prior to construction being resumed.

If potential human remains are encountered, all work shall halt, and the Alameda County Coroner shall be contacted in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission (NAHC). As provided in Public Resources Code Section 5097.98, the NAHC will identify the person or persons believed to be most likely descended from the deceased Native American. The most likely descendent will make recommendations for means of

treating, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

# CHAPTER 7

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## CHAPTER 8

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# Professional Qualifications

ESA architectural historian Johanna Kahn, M.Ar.H., is the primary author of this report. Property research and evaluations were completed by Ms. Kahn and ESA architectural historians Alison Garcia Kellar, M.S., and Antonette Hrycyk, M.S. ESA architectural historian Becky Urbano, M.S., provided senior review. Ms. Kahn, Ms. Garcia Kellar, Ms. Hrycyk, and Ms. Urbano meet the Secretary of Interior's Professional Qualification Standards for Architectural History. ESA archaeologist Matthew A. Russell, Ph.D., RPA, conducted the analysis for the potential for buried archaeological resources. He meets the Secretary of Interior's Professional Qualification Standards for Archaeology and the Society for California Archaeology standards for Principal Investigator.

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Appendix A  
**DPR Series 523 Form-Sets**

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code Reviewer Date

Page 1 of 12

\*Resource Name or #: North Berkeley BART Station

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Alameda  
\*b. USGS 7.5' Quad: Oakland West Date: 1993 Township Range Section M.D.B.M.  
c. Address: 1750 Sacramento Street City: Berkeley Zip: 94702  
d. UTM: Zone: mE/ mN (G.P.S.)  
e. Other Locational Data: APNs 58-2146-16-5, 58-2149-19-4, 58-2147-18-5, and 58-2148-17-4

**\*P3a. Description:**

The subject property is the North Berkeley Station of the Bay Area Rapid Transit (BART) system. Constructed between 1969 and 1973, the North Berkeley BART Station is a subway station with an above-ground station building and subterranean tracks and station platform. The roughly 8.1-acre square property is two blocks long on all sides, with the station building located at approximately the center. The remaining area is occupied by an electrical substation building, surface parking lot and internal circulation network, and landscaping. A dual-track underground rail alignment passes diagonally from roughly the intersection of Sacramento and Delaware streets at the southeast corner of the property to the junction of Virginia and Acton streets at the northwest corner.

Situated on a terraced grade, the station building exhibits elements of the New Formalist style of architecture. Its roughly circular footprint is defined primarily by reinforced-concrete exterior walls consisting of two sets of concentric arcs. Cladding is generally aggregate-finish panels, though the extending window structures are flanked by concrete walls. The bi-level conical roof is low-pitched and clad in metal panels that taper as they approach the roof's center point. The lower level of the roof makes up a broad heavy overhang, faced with metal panels. A series of exposed concrete beams lay over the overhang, supporting the upper level of the roof. The upper level of the roof culminates in an oculus filled with a metal-framed skylight. Additional fenestration includes a series of windows situated between the two levels of the roof and the pair of ground-level window structures that extend to the northeast and southwest. Exterior elements suggesting the influence of New Formalism include the building's general symmetry, metal-panel-clad entablature, and oculus penetrating the center of the roof.

See continuation sheet, p. 4.

\*P3b. Resource Attributes: HP39. Other (Subway station)

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

P5a. Photo or Drawing



P5b. Description of Photo:

North Berkeley BART Station building, south elevation, facing north.

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

Historic  Prehistoric  Both

1969-1973

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

N/A

**\*P8. Recorded by:**

JulieAnn Murphy  
Rincon Consultants  
449 15th Street, #303  
Oakland, CA 94612

**\*P9. Date Recorded:**

June 30, 2021

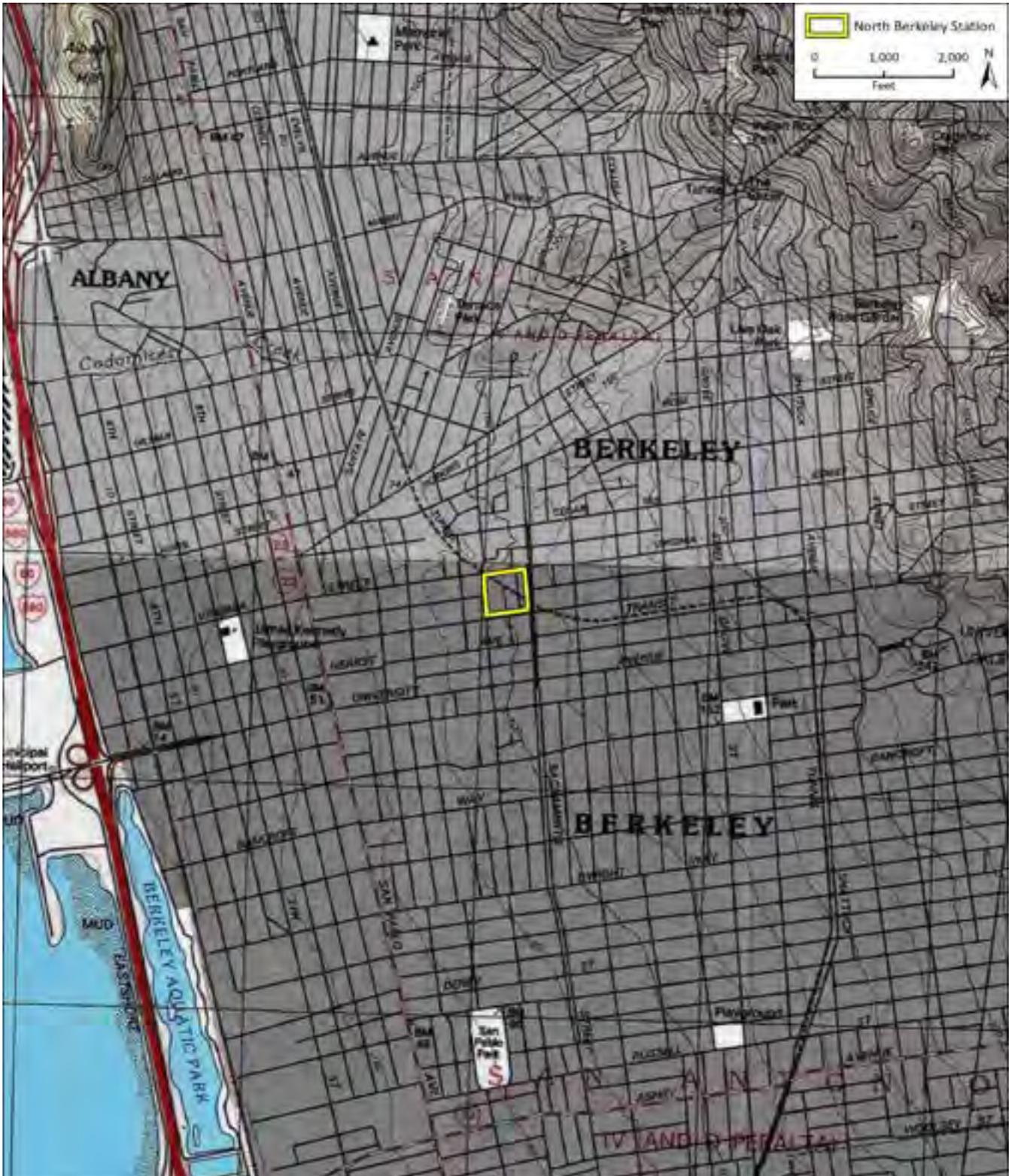
**\*P10. Survey Type:**

Intensive

**\*P11. Report Citation:**

Murphy, JulieAnn, James Williams, and Steven Treffers. 2021. Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California. Prepared for City of Berkeley by Rincon Consultants, Inc. August 11.

\*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):



# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # North Berkeley BART Station

\*NRHP Status Code 6Z

Page 3 of 12

B1. Historic Name: North Berkeley BART Station  
 B2. Common Name: North Berkeley BART Station  
 B3. Original Use: Subway station  
 B4. Present Use: Subway station  
 \*B5. Architectural Style: New Formalism

**\*B6. Construction History:**

The station building, utility building, surface parking lot, and other features were constructed between 1969 and 1973. There are no notable alterations to the station.

\*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 N/A Area N/A

Period of Significance N/A Property Type N/A Applicable Criteria N/A

The subject property is the North Berkeley BART Station. It was developed between 1969 and 1973 to serve BART's Oakland to Richmond extension line.

The following narrative is presented to provide a focused historical context in which to understand the potential significance of the North Berkeley BART Stations.

### Development of Transit in the Bay Area: The Horsecar Era to the Electric Streetcar (1861-1946)

The development pattern of the San Francisco Bay Area largely reflects the transit development patterns of the greater United States. Sparsely populated until the Gold Rush in 1849, by the mid nineteenth century the area was growing rapidly and emerging as a metropolitan region with transportation between cities. By 1850 there was a stage line between San Francisco and San Jose as well as ferry service between San Francisco and Oakland (Callwell 1999). The first omnibus began to service San Francisco in 1851. Rail service between San Francisco and San Jose began in 1863, with stops along the Peninsula. In 1872 Hallidie's cable car began running and soon thereafter cable car and rail service expanded through San Francisco's expanding boundary (Caldwell 1999). The cable car service would eventually become San Francisco Municipal Railway (Muni) and was good but limited to intra-city service (Healy 2016).

See continuation sheet, p. 4.

B11. Additional Resource Attributes: N/A

**\*B12. References:**

See continuation sheet, p. 11.

B13. Remarks:

\*B14. Evaluator: James Williams, Rincon Consultants

\*Date of Evaluation: August 11, 2021

(This space reserved for official comments.)



\*Recorded by: JulieAnn Murphy, Rincon Consultants

\*Date: June 30, 2021

Continuation

Update

**P3a. Description (continued):**

Recessed portals on the north side of the station building provide access to the station concourse. Located just past the entrance, the metal-clad information booth is flanked by fare gates. The interior is dominated visually by the exposed concrete roof beams and the central skylight. Interior walls are generally clad with panels of an undetermined material. At the center of the concourse, a large, rectangular opening accommodates a pair of concrete staircases, which descend to the platform level. Escalators are located on opposing sides of the station, beneath the ground-level skylights.

Flanked by the subway tracks, the platform aligns with the adjacent rails, extending in both directions beyond the station building's perimeter. The portion of the ceiling directly above the platform consists of an exposed metal framework, tile cladding, and ceiling-mounted light fixtures. Above the tracks, the ceiling is characterized by exposed metal trusswork. The cross beams of the platform ceiling provided a rhythmic element echoed in the panels lining the walls adjacent to the outer rails. The station building is in fair condition and has incurred minimal alteration.

Hardscaping in the area adjacent to the station building consists chiefly of a brick-lined plaza. Situated on slightly sloping terrain, the brickwork exhibits a common-bond pattern, much of which is laid in concentric arcs that echo the building's circular footprint. The arced courses of brick are interrupted in several places, however, by swaths of brick various divergent patterns. At the north and west sides of the plaza, the terrain slopes more dramatically. At this location, timber retaining walls contain the exposed earth. While the north side consists of a single slope descending from the plaza to the surface parking lot, the retaining structures on the west side form a three-level terrace. The exposed area there is planted with a combination of mature trees, shrubs, and ground-cover vegetation. At opposite ends of the west side, straight concrete steps with metal rails connect the plaza and parking lot levels.

A utility building is located northwest of the station, at the southeast corner of Virginia and Acton streets. Utilitarian in design, the building has a rectangular plan and rises a single story to culminate in a flat roof with rolled composition cladding. Stucco cladding conceals the building's structural system, which may be of concrete-panel construction, as suggested by seams apparent on the exterior. Entrances are located on the north and west elevations and feature solid standard-size wood doors and an equipment or vehicle bay door. While the building is windowless, large louvered vents punctuate the north, south, and east elevations. The area around the building is enclosed by a wall made up of aggregate-finish panels like those on the station building's exterior.

Additional minor structures are located intermittently through the east side of the property. Situated along Sacramento Street, southeast of the station building, is an above-ground station elevator. The elevator shaft is housed in a stucco clad structure with the entrance facing the parking lot to the west. A heavy overhang extends to the north, supported partially by a blade wall. A second wing wall extends to the south.

Just outside the station is an open-air bus shelter consisting of a circular concrete roof supported by a concrete column. Partial walls radiate from the column in four directions. Each wall consists of a pre-cast concrete knee wall with a wood-framed window situated atop. Affixed to the walls are L-shaped metal benches. Another bus stop shelter is located immediately east of the station building. Similar in design to its counterpart, the structure consists chiefly of a concrete rectangular roof and concrete column. The space beneath the roof is similarly spaced by concrete dividers with wood-framed windows. Straight benches are affixed to the walls.

The surface parking lot borders the station building on all four sides. A portion of the area just east of the station is reserved for bus transfer points. Parking areas in the northern two thirds of the facility are connected by a gridwork of internal roadways. Landscaping in the parking and bus transfer and parking areas consists of mature trees and shrubs planted along circulation routes, in parking lot islands, and along the perimeter of the property.

**B10. Significance (continued):**

In the East Bay, there were parallel transportation developments. In addition to ferry service to San Francisco, there was rail service extending from Oakland to surrounding communities including Berkeley. The first electric streetcars began to appear on both sides of the San Francisco Bay in the 1890s. By the turn of the twentieth century, San Francisco was the largest city on the West Coast and the region's transit was growing to accommodate the population and growing economy. The San Francisco, Oakland, and San Jose Railway began running in 1903 and provided electric rail service in the East Bay to ferries that continued to San Francisco (Healy 2016). By 1916 the rail was comprised of 250 miles of track. Then known as the Key System because its track configuration resembled a skeleton, it was the region's dominant transit system.

After World War I, the Bay Area saw another period of significant growth and the need for improved cross-bay transit became imperative. The Oakland - San Francisco Bay Bridge opened in 1936 and its lower deck accommodated the Key System streetcars, supplanting the previous ferry service. The Golden Gate Bridge opened the following year (Healy 2016).

In the years leading up to World War II, several studies were conducted to investigate possibilities improve cross bay transit with additional bridges. During the post-World War II years, the nine counties of the Bay Area doubled in size, with most development occurring in the suburbs while San Francisco and Oakland remained the primary employment centers. The Key System was suffering from deferred maintenance during the war and the new owners (a holding company for General Motors) cut service. That, along with the popularity of the automobile caused ridership to fall from 22 million in 1946 to 9.8 million by 1952 (Healy 2016). By 1948 Key System trains were replaced by busses (Healy 2016).

*See continuation sheet, p. 5.*

\*Recorded by: JulieAnn Murphy, Rincon Consultants

\*Date: June 30, 2021

Continuation

Update

**B10. Significance (continued):**

**Planning for BART (1946-1962)**

The need for a more robust regional transit system was clear as early as 1946 when the state legislature passed a bill for a Joint Army Navy Board to study the possibilities of cross-bay transit. In 1947 the Board recommended that an “adequate system of rapid mass transit be a component of the overall general scheme to solve the Bay Area transportation problems over an extended period of years” (Healy 2016). In 1951 San Francisco Board of Supervisor, Marvin Lewis drafted an amendment to 1949 transit legislation and the San Francisco Bay Area Transit Commission was signed into law by the state legislature (Healy 2016). In 1953 the Commission awarded a contract to Parsons, Brinkerhoff, Hall, and MacDonald (PBHM) to author the land use and transit report, which after studying the area’s travel patterns proposed that a high-speed, grade separated regional rapid transit was critical as complementary to the highway system.

The San Francisco Bay Area Rapid Transit District (BARTD) was signed into law in September 1957. The District was comprised of five core counties: Alameda, Contra Costa, Marin, San Francisco, and San Mateo (Healy 2016). BARTD viewed the initiative as imperative, witnessing regional growth that was expected to continue and further stress existing freeways and bridges. They decided to get the initiative on the November 6, 1962 general election ballot and spend the 2 years approaching the election running an information campaign to encourage people to vote for a tax to build the project (Healy 2016). PBHM recruited the Bechtel Corporation and Tudor Engineering (PBTB) to form a joint venture to launch a number of studies and refine engineering considerations.

By early 1962, Marin County and San Mateo County withdrew from the project (Grefe and Smart, 1975; Healy 2016). In May 1962, PBTB revised the Composite Report to include the three remaining counties – Alameda, Contra Costa, and San Francisco. The initiative went on ballot on November 6, 1962 and passed with just over 61 percent of the vote (Healy 2016). The vote approved rapid transit bond funding and the use of state bridge tolls to fund the construction of the transbay tube.

**Designing BART and Community Participation (1962-1964)**

The Composite Report was just a selling tool and not the definitive design. After the passage of the bond measure in 1962, the system had to be planned in detail, engineered, and designed. BART would be the first new transit designed in whole since the Philadelphia transit system was designed in 1907 (Healy 2016: 62). The final route design would be an askew “X” with Oakland as the East Bay hub with a third of the track at grade, a third aerial, and a third underground. Parking would be provided at all suburban stations. Systemwide, 20,000 spaces were constructed (Healy 2016).

After the engineering contract was awarded in 1962 and defended from a lawsuit arguing the bond referendum was invalid because the public had not been given the true scope of the project in 1963, BARTD had to negotiate the right of way agreements with communities and purchase parcels to build the track and stations. The engineers assumed that lines and stations identified in the initial reports and again in the Composite Report would be accepted and the process for acquiring land would be routine. Communities, however, began to demand a participatory process (Healy 2016). PBHM met with City Councils and Boards of Supervisors in all jurisdictions through which the travel corridors passed in 1953-1955 (Grefe and Smart, 1975). Many jurisdictions, however, did not have planners at the time. While the general requirements of the cities were initially met, when acquiring right of way permissions after the passage of the bond issue in 1962, BART was faced with accommodating extensive local requirements that initial cost estimates failed to include (Grefe and Smart 1975). BARTD’s policy was to accommodate local demand within their financial capabilities (Grefe and Smart 1975).

BARTD sought popular acceptance by the communities. At the same time, communities, growing from local activist movements were asking for a participatory process to discuss station locations, designs, color schemes, landscaping, route tracking, and noise abatement (Healy 2016).

BARTD continued the pursuit of acceptance until the expense of meeting local demand was overbearing. The most intense disagreements were in response to BARTD’s plans to construct track on a viaduct, above ground within the city limits of Berkeley. In 1963, Berkeley’s incoming mayor Wallace Johnson strongly opposed the above-ground track arguing it would be an eyesore and further divide the city by race, separating the city’s predominately white and black neighborhoods (Grefe and Smart 1975). Despite a public process with hearing and negotiations, the City of Berkeley and BARTD could not reach an acceptable compromise. In 1966, the City of Berkeley voted to establish a special tax district to cover the estimated \$25 million to build a subway through the city, leading to considerable construction delays.

The undergrounding of BART in Berkeley was the most contentious community-led conflict with BARTD, but it was not the only one. In Oakland, the line would require the demolition of the city’s major hardware store, Simon’s Hardware, Inc. BARTD altered the track configuration, leading to a permanent requirement for trains slow to 25 miles per hour at the newly designed wye. In Albany, the city was concerned with a proposed station that would take property off the tax rolls, leading BARTD to move the station to El Cerrito. In San Francisco, neighborhoods in the western region feared impacts of the system, leading BARTD to remove a segment beyond West Portal from its plans. An additional station was added at Embarcadero to serve the emerging commercial and hotel district resulting from the ongoing redevelopment in the area (Healy 2016).

**BART’s Architecture and Expansion (1964 – Present)**

In designing the stations, BARTD knew as General Manager BR Stokes described that in order to “attract drivers out of their cars it must be sleek, comfortable, convenient, and cheap,” (Healy 2016). The system would naturally adhere to modern architectural design, landscape architecture, graphic design, and industrial design, thereby reflecting its technological achievements. The Composite Report included renderings reflecting the modernistic aesthetic.

*See continuation sheet, p. 6.*

\*Recorded by: JulieAnn Murphy, Rincon Consultants

\*Date: June 30, 2021

Continuation

Update

**B10. Significance (continued):**

The scope of the architectural design was increased substantially over what was described in the Composite Report which envisioned designs based on standardized features. Instead BARTD made use of separate architectural firms to design stations with individual design elements (Grefe and Smart 1975). PBTB hired Donn Emmons, partner at Wurster, Benardi & Emmons (WBE) to be the project's consulting architect. The work of the consulting architects resulted in the development of the Manual for Architectural Standards for BART (Grefe and Smart 1975). The manual, completed in 1965, provided for elements that should be included in each station design, including ticket kiosk locations, vertical circulation, acoustic requirements, site layout requirements, and the number of entrances (Architectural Forum 1966). The information in the manual was largely functional, providing minimum design standards and physical requirements and did not include guidance for architectural style. In tandem with the Manual for Architectural Standards, landscape architect, Lawrence Halprin, was hired as chief landscape architect and authored a corresponding landscape guide, The Landscape Design Criteria and Standard Landscape Elements. It established a list of acceptable plants and standard elements for station plazas (Architectural Forum 1966).

Project architects were given latitude with stations design but were constrained by the manual and the site plan, frustrating some architects. Ultimately, stations were designed by 14 Bay Area firms, selected from a list compiled by Emmons. The result was a variety of station designs, ranging from utilitarian to inspired. In addition to constraints from the prescriptions by PBTB in the manual and the development of the site plans, architects were limited by the station type. Designers used finishes and materials to distinguish their work, including the placement of openings, lighting, and artwork. Some architects used more innovative features like rotundas, sunken plazas, or new use of materials (Architectural Record 1974).

Construction was underway in 1965 and by 1968 over half of BART's system construction was complete (Healy 2016). BART opened to public service on Monday, September 11, 1972. However, only a small fleet of trains were available and 12 stations between Fremont and MacArthur were serviced. The transbay tube, allowing trips between San Francisco and Oakland, did not officially open for another two years. In its first 3 months of operation, 1 million passengers used BART. By 1978, BART offered weekend service, proving its viability as a transit option beyond the workweek (Healy 2016). In the following years, BART worked on refining service. During the 1990s three service route extensions were planned – Daly City to SFO to Millbrae, Concord to Antioch, and Bay Fair to Dublin/Pleasanton. Today, BART has expanded to 50 stations and includes 131 miles of track, serving over 400,000 passengers weekly (BART 2021).

**Property History of the North Berkeley BART Station**

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852 (Maley and Watson 2016; Thompson and West 1878). Historical news items indicate the Curtis family began selling portions of the Curtis Tract by the late 1870s (San Francisco Examiner 11/5/1877; Oakland Tribune 3/12/1880). Historical property maps and United States Geological Survey topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley BART Station site (NETROnline 1900; Bailey 1890).

In the first 3 decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district (City of Berkeley n.d.). By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences (ProQuest 1911). By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad right of way near the intersection of West and Cedar streets. Outside the Key System right-of-way, the station site was developed with single-family homes (ProQuest 1929).

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station sites. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned (ModernTransit.org 2021). Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad rights of way (NETROnline 1946; 1958; 1959; 1968; 1990). The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the station (NETROnline 1959-1986).

PBTB's original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city (Healy 2016). City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed resolution that called for the BART system within Berkeley to be constructed entirely as a subway. Negotiations with the City-led PBTB to propose a compromise by which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues). The remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the Composite Report, released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained Composite Report (Healy 2016).

*See continuation sheet, p. 7.*

\*Recorded by: JulieAnn Murphy, Rincon Consultants

\*Date: June 30, 2021

Continuation

Update

**B10. Significance (continued):**

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the “the last Republican mayor of Berkeley,” Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were “aesthetically unattractive” and threatened to “divide the city psychologically along racial lines,” in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King, Jr. Way) which historically marked the unofficial boundary between Berkeley’s White and Black neighborhoods (Healy 2016; Lorey 2013).

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City’s independent study estimated the difference in cost between BART’s proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating (Healey 2016).

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading ‘BURY THE BART TRACKS’ in locations around the city and paid for the airing of advertisements on the local radio station KPFA (Healy 2016).

Negotiations between BARTD and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates, with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley’s request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives (Healy 2016).

As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley’s bond issue (Healy 2016). As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. Further details on the partnership of Kitchen and Hunt are detailed below. Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building (BART 1967; Oakland Tribune 9/20/1967).

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station’s design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley’s Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station’s above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station’s current appearance nor any information covered by research conducted for this evaluation suggests the designs for any above-ground portions of the North Berkeley BART Station were substantially modified as a result of the court decision (San Francisco Examiner 5/19/1968; BART 1967).

Construction of the station and the adjacent underground tracks was complete by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension on (Anonymous 2009). The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots (NETROnline 2021).

*See continuation sheet, p. 8.*

\*Recorded by: JulieAnn Murphy, Rincon Consultants

\*Date: June 30, 2021

Continuation

Update

**B10. Significance (continued):**

**Kitchen and Hunt, Architects**

Kitchen and Hunt was helmed by partners Robert Sieber Kitchen and Frank Bouldin Hunt, whose best-known project may have been the Main Arena constructed for the 1960 Olympic Winter Games in Squaw Valley, California. Among the firm's other projects from the same period are several educational, commercial, and industrial properties located throughout Northern California, along with four additional BART stations: West Oakland, South Hayward, Union City, and Fremont (PCAD 2021a; Legacy.com 2021).

A native of Dayton, Ohio, Kitchen was born in 1912 in Dayton, Ohio. He attended Cornell University, where he earned his Bachelor of Architecture degree in 1935 and Bachelor of Landscape Architecture the following year. After winning the Prix de Rome, Kitchen continued his studies at the American Academy in Rome. In 1938, Kitchen relocated to New York to work in the offices of Norman Bel Geddes, where he worked as an architect and landscape architect as the firm's designed the General Motors Pavilion at the 1939 New York World's Fair. Kitchen's subsequent professional experience included stints as a draftsman for San Francisco-based architect Gardner A. Dailey (1939-1941), associate project planner for the Federal Public Housing Agency (1941-1942), and designer/landscape architect in the San Francisco offices of architect Albert F. Roller (1945-1948). In 1948, Kitchen and Hunt formed their partnership. Kitchen was made a fellow of the AIA (FAIA) in 1964 (Legacy.com 2021; Prabook.com 2021; PCAD 2021b).

Hunt was born 1915 and graduated with a Bachelor of Architecture degree from the University of California, Berkeley in 1938. Research for this study uncovered no further details pertaining to Hunt's career prior to the formation of the Kitchen and Hunt partnership in 1948 (PCAD 2021c).

**Historical Resources Evaluation of the North Berkeley BART Station**

As detailed below, the North Berkeley BART Station is recommended ineligible for inclusion in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) or for designation as a City of Berkeley Landmark or Structure of Merit, because it lacks historical or architectural significance. It therefore does not qualify as a historical resource pursuant to CEQA.

*National Register of Historic Places and California Register of Historical Resources Eligibility*

The North Berkeley BART Station opened in January 1973, when BART initiated service along its Oakland-to-Richmond line. The planning, construction, and operation of the wider BART system arguably constitutes a significant event in the history of transportation in the San Francisco Bay Area region. However, research for this evaluation found no evidence suggesting the North Berkeley BART Station was singularly significant within this larger trend. Rather, all available evidence suggests the station's conception, construction, and operation were typical of other BART stations and public transportation facilities in general. Similarly, although the station is associated with the social activism which led to BART's undergrounding in Berkeley, there is no information to indicate it is individually significant within it. Indeed, a review of local press coverage of the public controversy and legal challenges surrounding the undergrounding of the BART system in Berkeley suggests the station's design engendered significantly less opposition than that of the Ashby BART Station and is less representative of the years-long dispute between Berkeley and BART than its counterpart. Research for this study identified no other context in which the property might possess important historical associations. The North Berkeley BART Station is therefore recommended ineligible for listing under NRHP Criterion A and CRHR Criterion 1.

The most likely candidate for significance under NRHP Criterion B and CRHR Criterion 2 is Berkeley Mayor Wallace Johnson, whose efforts in political negotiations with BART and the promotion of the successful bond Measure C, which helped lead to the undergrounding of the BART system in Berkeley, in lieu of the aerial design preferred by BART engineers. Although Johnson's contributions in this area may be of local significance, they would most likely be better represented by the full segment of the BART alignment in Berkeley than by the North Berkeley BART Station alone. An evaluation of the entire Berkeley segment of the system, however, is beyond the scope of this evaluation and additional research would be required to fully assess these potentially significant associations. Research conducted for this study identified no other individual with potentially significant associations to the North Berkeley BART Station. Therefore, the property is recommended ineligible for listing under NRHP Criterion B and CRHR Criterion 2.

Architecturally, the station is an undistinguished example of transit station featuring elements of the New Formalist style of architecture. Although the building exhibits elements representative of the style, including the strictly symmetrical form, oculus at the peak of the roof, and stylized metal-panel entablature ringing the overhang roof's lower tier, overall, its design lacks the building lacks monumentality and generally quality of design present in better examples of the New Formalist style. While the station's principal designers, the firm of Kitchen and Hunt, are noted for the design of some prominent buildings in the Northern California region, research for this study found no evidence either partner was considered a master architect or that the station is regarded as one of the partnership's more successful designs. Because it lacks architectural distinction and is not exemplary of the work of a master, the North Berkeley BART Station is recommended ineligible for listing under NRHP Criterion C and CRHR Criterion 3.

A review of available evidence did not indicate that the North Berkeley BART Station may yield important information about prehistory or history. It is therefore recommended ineligible under NRHP Criterion D and CRHR Criterion 4.

Future research may find that the North Berkeley BART Station is eligible for listing in the NRHP or CRHR as a contributor to a historic district comprised of all or part of the BART system. However, a district evaluation of the BART system was beyond the scope of this evaluation.

*See continuation sheet, p. 9.*

\*Recorded by: JulieAnn Murphy, Rincon Consultants

\*Date: June 30, 2021

Continuation

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**B10. Significance (continued):**

City of Berkeley Landmark and Structure of Merit Eligibility

The City of Berkeley's Landmarks Preservation Commission Ordinance (Berkeley Municipal Code 3.24.110) establishes criteria for the designation of sites, structures, and areas for designation, either individually or a district basis, as Landmarks and Structures of Merit. An evaluation of the North Berkeley BART Station for local eligibility follows.

Landmark designation Criteria 1a through 1c pertain to architectural merit. Research for this evaluation found the property is not the first, last, only or most significant architectural property of its type in the region. Rather, it is one of many BART stations constructed in the region and one of three completed in Berkeley in the early 1970s (Criterion 1a). As discussed above, the station is an ordinary example of the New Formalist style of architecture as applied to a transit station. It does not qualify as a prototype of or outstanding examples of periods, styles, architectural movements, or construction. Additionally, research for this evaluation found no evidence that its designers, the architecture firm of Kitchen and Hunt, are regarded as masters (Criterion 1b). Finally, because it lacks architectural distinction, it cannot be said to add exceptional value as part of the surrounding neighborhood fabric (Criterion 1c). The property, therefore, does not meet any of the requirements for designation under Landmark Criterion 1.

The North Berkeley BART Station also lacks cultural value, for which a property may be designated under Landmark Criterion 2. Based on research for this evaluation, it should be regarded as an ordinary transit station with no singularly important associations with the movement or evolution of religious, cultural, governmental, social and economic developments of the Berkeley. Although the station is associated with the social activism which led to BART's undergrounding in Berkeley, there is no information to indicate it is individually significant within it or any other historical context. The North Berkeley BART Station is therefore recommended ineligible for designation under Landmark Criterion 2.

Likewise, because the property is an undistinguished public transit station lacking significant historical associations, it does not possess usefulness as an educational force, as required for designation under Landmark Criterion 3, nor does it have historic value that expresses the social, cultural, economic, political, religious or military history of Berkeley, Alameda County, California, United States, as required for listing under Landmark Criterion 4.

Finally, because it is not listed on the NRHP, it is not eligible for designation under Landmark Criterion 5.

A property possessing architectural merit and/or cultural, educational, or historic interest or value may be designated as a City of Berkeley Structure of Merit if it does not currently meet the criteria as set out for a landmark but is recommended as worthy of preservation as part of a neighborhood, a block or street frontage, or as part of a group of buildings which includes landmarks per the criteria discussed below.

Based on background research for this evaluation, the North Berkeley BART Station is not eligible under Structure of Merit Criterion A, because it is not contemporary in age with any nearby designated landmark, its construction did not coincide with any important historical period or event, and it is not contemporary with the surrounding neighborhood, which was first developed in the late nineteenth and early twentieth centuries.

The property is also not compatible in size, scale, style, materials or design with a designated landmark structure within its neighborhood, block, street frontage, or group of buildings. It is therefore recommended ineligible under Structure of Merit Criterion B.

For reasons discussed above, the North Berkeley BART Station is not considered a good example of architectural design. It is therefore recommended ineligible under Structure of Merit Criterion C.

Finally, the North Berkeley BART Station was an important addition to the surrounding neighborhood in that it provided residents access to improved public transit service. This fact, however, would be true of virtually any comparable transit station, including Berkeley's other BART stations. Therefore, whatever the local importance of the station, it is not distinctive in its role in shaping transit service in the neighborhood or city. Therefore, the North Berkeley BART Station is recommended ineligible under Structure of Merit Criterion D.

\*Recorded by: JulieAnn Murphy, Rincon Consultants

\*Date: June 30, 2021     Continuation     Update



Left: North Berkeley BART Station, West Elevation, Including Skylight, Facing Northeast; Right: North Berkeley BART Station, Interior View of Paid Area of Concourse Level



Left: North Berkeley BART Station, interior View of Station Platform; Right: Utility Building at the North Berkeley BART Station, South and East Elevations, Facing Northwest



Left: North Berkeley BART Station Elevator Shaft, West Elevation, Facing East; Right: North Berkeley BART Station Bus Shelter, Facing Southwest

\*Recorded by: JulieAnn Murphy, Rincon Consultants

\*Date: June 30, 2021

■ Continuation

□ Update

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*See continuation sheet, p. 12.*

\*Recorded by: JulieAnn Murphy, Rincon Consultants

\*Date: June 30, 2021

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 10                                      \*Resource Name or #: 1445 Virginia Street

P1. Other Identifier: none

\*P2. Location:  Not for Publication     Unrestricted

- \*a. County Alameda
- \*b. USGS 7.5' Quad Oakland West                      Date                      2021    T    ; R    ;    ¼ of    ¼ of Sec    ; B.M.
- c. Address 1445 Virginia Street                                      City Berkeley                                      Zip 94702
- d. UTM: Zone 10S ,                      562985.08 mE/                      4192177.20    mN; NAD 83
- e. Other Locational Data: APN 058-2145-58

\*P3a. Description: The single-family residence at 1445 Virginia Street is a split-level, one- and two-story wood frame building on a concrete foundation, capped by an intersecting gable roof that is covered with red asphalt shingles with red clay tiles at the eaves. It has an L-shaped plan that is composed of a one-story primary building and a two-story rear addition with attached garage and sits on a 0.082-acre lot. The building is clad with stucco with a rustic texture finish. The primary (south) façade fronts Virginia Street and the main entrance is located in the southeast corner of the building within a deeply recessed covered porch. To the west of the main entry is a deeply set, fixed, vinyl sash window beneath a front-facing gable.

The secondary (east) façade faces the driveway. It features a centrally located projecting bay window, a fixed window with arched header, and a pair of multi-lite casements windows. All windows are a mix of vinyl and wood, divided lite sashes. The west façade also features a centrally located window bay, with wood divided lite sashes flanking a stucco-covered chimney. A single-hung wood sash window is located at the rear of this façade.

The two-story rear mass includes a recently (2023) added second-story addition and an original attached garage at the northeast corner of the building. The addition features fixed ribbon windows and a low-slope front-gable roofline. The garage entrance is offset to the east from the primary building mass (creating the L-shape of the plan). It has a single garage door with a two-lite sliding vinyl window above the garage door.

\*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: Oblique view of the primary (south) façade, facing northwest.

\*P6. Date Constructed/Age and Source:  
 Historic  Prehistoric  Both  
 1928 (Building Permit 30165, March 30, 1928)

\*P7. Owner and Address:  
 Rebecca S. and Samuel M. Dorman Trust  
 1445 Virginia Street  
 Berkeley, CA 94702-1526

P8. Recorded by:  
 Alison Garcia Kellar (ESA)  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

\*P9. Date Recorded: March 7, 2025

\*P10. Survey Type: Intensive

\*P11. Report Citation: ESA. North Berkeley BART Permanent Supportive Housing Project, Berkeley, Alameda County, California, Cultural Resources Survey Report. Prepared for North Berkeley PSH Partners, March 2025.

- \*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1445 Virginia Street

\*NRHP Status Code 6Z

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- B1. Historic Name: 1445 Virginia Street  
B2. Common Name: 1445 Virginia Street  
B3. Original Use: Residential  
B4. Present Use: Residential  
\*B5. **Architectural Style:** Spanish Colonial Revival  
\*B6. **Construction History:** (Construction date, alterations, and date of alterations)

The subject property was constructed in 1928. For additional information on known alterations, see Table 1.

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

\*B8. **Related Features:** None

- B9a. Architect: None listed on original building permit b. Builder: Sven J. Haavik  
\*B10. **Significance:** **Theme** 20<sup>th</sup>-century residential development **Area** North Berkeley  
**Period of Significance** N/A **Property Type** N/A **Applicable Criteria** N/A

The building at 1445 Virginia Street is recommended ineligible for listing in the National Register of Historic Places (National Register) under any criteria.

## North Berkeley Area

The subject property is located across North Berkeley BART Station on Virginia Street. The area around the station is predominately residential with moderate commercial development concentrated along University Avenue. The following development history of North Berkeley is an excerpt from the "*Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project*" prepared by Rincon Consultants in August 2021.

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

Continued on page 3.

B11. Additional Resource Attributes: None

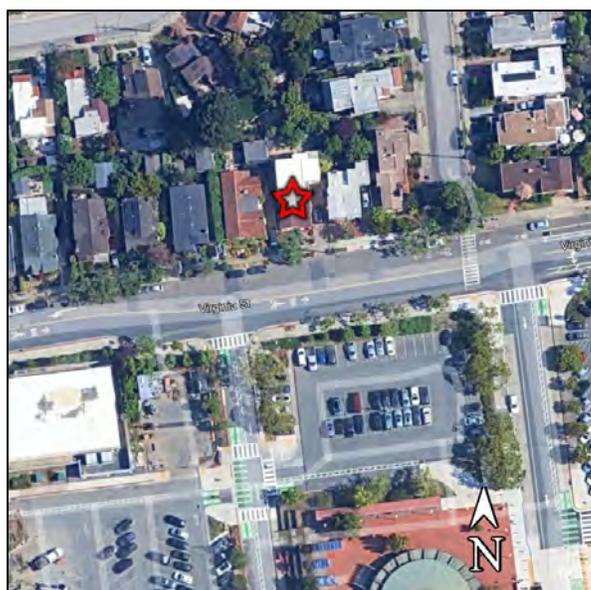
\*B12. **References:**

See continuation sheet

B13. Remarks: none

\*B14. **Evaluator:** Becky Urbano (ESA)

\***Date of Evaluation:** March 2025



\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update

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

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station. [The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed a resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the Composite Report, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the "the last Republican mayor of Berkeley," Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were "aesthetically unattractive" and threatened to "divide the city psychologically along racial lines," in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley's White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City's independent study estimated the difference in cost between BART's proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading 'BURY THE BART TRACKS' in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates,

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

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with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley's request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley's bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station's design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley's Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station's above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station's current appearance nor any information covered by research conducted for [Rincon's 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was complete by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension. [...] The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>1</sup>

#### *Spanish Colonial Revival Style (ca. 1915–1940)*

The subject property is a modest and altered example of the Spanish Colonial Revival style. The beginnings of Spanish Revival style architecture date to 1915, when it was introduced at the Panama-California Exposition in San Diego. The period revival styles grew in popularity following World War I and were patterned after buildings of earlier historic periods. The most common style in the Southwest was the Spanish Revival. Inspired by the Panama-California Exposition, many architects found California the ideal setting for this architectural style. Numerous publications argued in favor of this period revival style for the "Mediterranean environment" of California, including W. Sexton's *Spanish Influence on American Architecture and Decoration* (1926) and Rexford Newcomb's *The Spanish House for America Its Design, Furnishing, and Garden* (1927).<sup>2</sup>

Architect Bertram Grosvenor Goodhue's comprehensive set of Spanish Revival structures for the Panama-California Exposition catalyzed a region-wide building trend that incorporated Spanish and Moorish influences and even supplanted the previously popular Mission Revival style. The many Spanish Revival and Mediterranean Revival commercial, civic and residential structures that were built became a key component in the forging of regional identity and quest for legitimacy, since

<sup>1</sup> Rincon Consultants, "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599), August 12, 2021, 15–17.

<sup>2</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 520-534.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update

the style helped perpetuate powerful romantic myths about California's origins tied to New Spain. Decorative elements that were appropriated from indigenous American cultures (Native American, Mayan, Aztec) were sometimes incorporated into these eclectic designs to infuse exoticism, along with a certain brand of perceived cultural authenticity.<sup>3</sup>

The Spanish Revival style and its variants were widely used throughout California for both commercial and residential properties. The typical identifying features of the Spanish Revival style include a low-pitched red tile roof with little or no eave overhang, the use of arches on principal fenestration, ornate low-relief carvings highlighting arches, stucco walls, and an asymmetrical facade.<sup>4</sup>

A regional variant of the style can be found throughout San Francisco's East Bay residential neighborhoods, including North Berkeley. These single- and multiple-family residences often reflect a refined compilation of Spanish Colonial and Mediterranean Revival style elements, and frequently include

- Roof, parapet, or front porch covered with red tile;
- Arched openings, either pointed, rounded, flattened, or a circle with a peak;
- Wood or wrought iron balcony railing and window grills;
- Weep holes arranged in an inverted curve;
- Stucco cladding; and
- A stucco wing wall with an arched opening leading to a backyard.<sup>5</sup>

Subject Property

*Property and Building History*

The subject property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. In 1929 and 1950, the property appears on Sanborn Fire Insurance Company maps as being improved with a single-family residence matching the same footprint as today (**Figures 2 and 3**).<sup>6,7</sup> In 1977, the house was put up for sale.<sup>8</sup> A photograph taken from that time (**Figure 4**) shows the building remains largely unchanged today. The only alternations with supporting archival evidence are minor unspecified work completed by Ory Bates in 1954 and a 321 square foot second floor addition with conversion of the garage to living space in 2023 by the current owners. This most recent addition altered the appearance of the building considerably.

According to building permit records and other property records on file with the Berkeley Architectural Heritage Association, newspaper articles, historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time, and they are listed in **Table 1** below.

**Table 1: Property and Building History**

Date	Construction/Alteration	Source(s)
1928	Constructed by Sven Haavik (owner and builder)	Building Permit 30165 (March 30, 1928) on file with BAHA
1954	Minor work completed by O.B. Bates, valued at \$270	"Building Hits \$73,735 Total," <i>Berkeley Gazette</i> , December 27, 1954, 24
1995	Seismic upgrade and termite damage repair	Building Permit B1995-04590, City of Berkeley
2007	New electrical panel	Building Permit 2007-03247, City of Berkeley

<sup>3</sup> David Gebhard, "The Myth and Power of Place," in Canizaro, Vincent, ed., *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition* (Princeton, NJ: Princeton Architectural Press, 2007).

<sup>4</sup> McAlester, 520-534.

<sup>5</sup> City of Oakland Planning Department, *Rehab Right: How to Rehabilitate Your Oakland House Without Sacrificing Architectural Assets*, June 1978, 30.

<sup>6</sup> Sanborn Fire Insurance Company, *Insurance Maps of San Francisco, California, Volume 1, 1929, Sheet 8*.

<sup>7</sup> Sanborn Fire Insurance Company, *Insurance Maps of San Francisco, California, Volume 1, 1950, Sheet 8*.

<sup>8</sup> Property card on file with BAHA.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update

Date	Construction/Alteration	Source(s)
2011	Stucco repair	Building Permit 2011-04719, City of Berkeley
2017	New furnace installation, New tankless water heater	Building Permit 2017-01875/01877, City of Berkeley
2023	321-square-foot, 2 <sup>nd</sup> -floor addition, garage converted to living space	Permit Record B2023-02513, City of Berkeley
2023	Removal of wall and closets between Office and Work Space	Building Permit B2023-02513, City of Berkeley

*Ownership and Occupancy*

A list of known owners and occupants is presented in **Table 2** below. The first owner of the building was Sven Haavik, who also constructed the residence.<sup>9</sup> Haavik also constructed 1451 Virginia Street next door at the same time.<sup>10</sup> Mr. Haavik appears to have been a carpenter of a general nature; newspaper accounts from the time note that he was involved with at least two building demolition projects in Oakland and Alameda but was listed as a shipwright in 1937.<sup>11</sup> By 1930, Ray and Venita Stanforth, along with their two children are listed at the address. It is unclear if the couple divorced or if Ray died, but by 1940 Venita had married Carleton J. Greenhalgh, a mechanic, and the new family is listed at 1445 Virginia Street in directories and the federal census. The house was put up for sale in 1947.<sup>12</sup> By January 1948, wood floor installer, Ory B. Bates is listing his business at the address.<sup>13</sup> Bates is listed at the property through at least 1954.<sup>14</sup> Nothing more known about the occupation of later residents.

**Table 2: Ownership and Occupancy History**

Dates	Owner / Occupant	Source(s)
1928	Sven Haavik (owner)	Building Permit 30165, on file with BAHA
1930-1935	Ray R. and Venita A. Stanforth	1930 Census; <i>Polk City Directory: Oakland</i> , 1933, 1935.
1938	Colt R. Ashley	Pacific Telephone (Phase 1 (2024) 206)
1940-1945	Carlton J. and Venita A. Greenhalgh	1940 Census; <i>Polk Directory: Oakland</i> , 1940, 1941 & 1943; Pacific Telephone and Telegraph (Phase 1 (2024) 206)
1948-1955	O.B. Bates	Advertisement, <i>Berkeley Gazette</i> , January 12, 1948, 15; "Building Hits \$73,735 Total," <i>Berkeley Gazette</i> , December 27, 1954, 24; Pacific Telephone and Telegraph (Phase 1 (2024) 206)
1962	D.L. Boone	Pacific Bell Directory (Phase 1 (2024), 186)
1970	Ruth Montgomery	Pacific Telephone Directory (Phase 1 (2024) 206)
1977	John Mays (son of occupant)	"4 Facing Charges in Holdup," <i>Berkeley Gazette</i> , February 28, 1974, 2.
1977-1985	Patricia and Stuart Berman	Record No. 77204611, Alameda Co. Clerk Recorder
1985-1992	Timothy Renner and Susan Snitzer	Record No. 85139301, Alameda Co. Clerk Recorder; Phase 1 (2025), 171 & 186
1992-1994	Marie Siefert	Record No. 92125506, Alameda Co. Clerk Recorder

<sup>9</sup> Building permit 30165, March 30, 1938. On file with the Berkeley Architectural Heritage Association.

<sup>10</sup> Building permit 31741, October 23, 1928. On file with BAHA.

<sup>11</sup> "Man Arrested on Drunk in Car," *Alameda Times Star*, October 26, 1937, 10.

<sup>12</sup> "Open Sunday, 1-5, 1445 Virginia, Berkeley," *Berkeley Gazette*, May 13, 1947, 18.

<sup>13</sup> Building Trades Classifieds, *Berkeley Gazette*, January 12, 1948, 15.

<sup>14</sup> "Building Hits \$73,735 Total," *Berkeley Gazette*, December 27, 1954, 24.

**\*Recorded by:** Becky Urbano (ESA)

**\*Date:** March 2025

Continuation

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Dates	Owner / Occupant	Source(s)
1994-2016	Kathy L. Gray	Record No. 94395100, Alameda Co. Clerk Recorder; Phase 1 (2024), 185-186
2016-present	Rebecca and Samuel Dorman	Assessor Records (ParcelQuest) & Alameda Co. Clerk Recorder; Phase 1 (2024), 185



Source: Sanborn Fire Insurance Company, Insurance Maps of San Francisco, California, Volume 1, 1929, sheet 8. **Figure 2.** The subject property as recorded in a 1929 Sanborn Fire Insurance map. Subject property outlined in red.



Source: Sanborn Fire Insurance Company, Insurance Maps of San Francisco, California, Volume 1, 1950, sheet 8. **Figure 3.** The subject property as recorded in a 1950 Sanborn Fire Insurance map. Subject property outlined in red.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update



Source: Berkeley Architectural Heritage Foundation, 1977.

**Figure 3.** The subject property looked nearly identical to this image until 2023 when a second floor addition was constructed.

### 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.

<sup>15</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Sacramento: Office of Historic Preservation,

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

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Significance Evaluation

The subject property at 1445 Virginia Street (APN 58-2145-58) is evaluated below for potential historic significance according to National Register Criteria A through D.

*Criterion A – Events*

Preliminary research did not identify any significant association between the residential building at 1445 Virginia Street and important events in the past. The subject building was constructed in 1928, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1445 Virginia Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1445 Virginia Street is recommended ineligible under Criterion A.

*Criterion B – People*

Preliminary research did not identify any significant association between the residential building at 1445 Virginia Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified numerous owners over the years, indicating that the subject building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the subject property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1445 Virginia Street is recommended ineligible under Criterion B.

*Criterion C – Design*

The building at 1445 Virginia Street was constructed as a single-family residence in 1928. It was designed in the Spanish Colonial Revival style, a common residential style found throughout North Berkeley and the surrounding residential neighborhoods. The subject property possesses several character-defining features of the style, such as stucco siding, arched openings, red tile roof materials, and a deeply recessed porch. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permit and assessor records identify the builder as Sven Haavik, a carpenter and builder. While at least one other neighborhood residence is attributed to Haavik (1451 Virginia Street) archival research failed to find any further association of Haavik with architectural development in Berkeley or in the greater Bay Area. As such, the building does not appear to have been the work of a master designer of builder firm of merit. Moreover, it has undergone a recent addition that has significantly altered its massing and appearance. For these reasons, 1445 Virginia Street is recommended ineligible under Criterion C.

*Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1445 Virginia Street is representative of residential property types constructed in North Berkeley during the early twentieth century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There is no evidence to suggest that 1445 Virginia Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

*Integrity Analysis*

In addition to being eligible for listing under at least one of the 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 building at 1445 Virginia Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

Summary

Based on a site survey, archival research, and the analysis presented above, the building at 1445 Virginia Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1445 Virginia Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act.

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1995). Accessed October 4, 2024, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update

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

Building permit 31741. October 23, 1928. On file at Berkeley Architectural Heritage Association. Berkeley, California.

"Building Hits \$73,735." *The Berkeley Gazette*. December 27, 1954.

"Building Trades Classifieds." *The Berkeley Gazette*. January 12, 1948.

Bureau of the Census. *Sixteenth Census of the United States, 1930*. Berkeley, Alameda, California. Washington, D.C.: National Archives and Records Administration, 1930. Available at Ancestry.com, *1930 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012.

----- *Seventeenth Census of the United States, 1940*. Berkeley, Alameda, California. Washington, D.C.: National Archives and Records Administration, 1940. Available at Ancestry.com, *1940 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012.

----- *Sixteenth Census of the United States, 1950*. Berkeley, Alameda, California. Washington, D.C.: National Archives and Records Administration, 1950. Available at Ancestry.com, *1950 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012.

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City of Oakland Planning Department. *Rehab Right: How to Rehabilitate Your Oakland House Without Sacrificing Architectural Assets*. June 1978.

Gebhard, David. "The Myth and Power of Place." In Canizaro, Vincent. ed. *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition*. Princeton, NJ: Princeton Architectural Press, 2007.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

"Man Arrested on Drunk in Car." *The Alameda Times Star*. October 26, 1937.

"Open Sunday, 1-5, 1445 Virginia, Berkeley." *The Berkeley Gazette*. May 13, 1947.

ParcelQuest. Alameda County assessor records for 1445 Virginia Street. Accessed March 4, 2025.

Rincon Consultants. "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599). August 12, 2021.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1929. Sheet 8.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1950. Sheet 8.

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 #: 1451 Virginia Street

P1. Other Identifier: none

\*P2. Location:  Not for Publication     Unrestricted

- \*a. County Alameda
- \*b. USGS 7.5' Quad Oakland West                      Date                      2021    T    ; R    ; ¼ of ¼ of Sec    ; B.M.  
 Address 1451 Virginia Street                      City Berkeley                      Zip 94702  
 UTM: Zone 10S ,                      562997.95 mE/                      4192176.60 mN; NAD 83
- e. Other Locational Data: APN 058-2145-57

\*P3a. Description: The split-level, wood frame single family residence at 1451 Virginia Street sits on a concrete foundation and has a front facing gable and flat roof. It is located on a 0.082 acre lot and has an irregular plan. It is clad in textured stucco and faces Virginia Street. The front (south) façade features a recessed entry within a covered porch with two arched openings that is reached from a set of red concrete steps. To the west of the porch is a five-sided window bay set beneath a front-facing gable. The bay has five, three-over-one, wood sash windows and is capped by a tile-covered hip roof. An additional single-hung, three-over-one wood sash window is located between the bay and the front porch.

The west façade faces the adjacent property. It has a pair of three-over-one wood sash windows that flank a stucco-clad chimney. At the north end of the façade is a single-hung wood sash window and a pair of wood casement windows. At the rear (north) end of the building is a two-story volume with a single garage door under a fixed window.

\*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: South façade as seen from Virginia Street (ESA, 2025)

\*P6. Date Constructed/Age and Source:  
 Historic     Prehistoric     Both  
 1928 (Building Permit 31741, October 23, 1928)

\*P7. Owner and Address:  
 Kathleen G. Tuttle Trust  
 1451 Virginia Street  
 Berkeley, CA 94702-1526

P8. Recorded by:  
 Alison Garcia Kellar (ESA)  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

\*P9. Date Recorded: March 7, 2025

\*P10. Survey Type: Intensive

\*P11. Report Citation: ESA. North Berkeley BART Permanent Supportive Housing Project, Berkeley, Alameda County, California, Cultural Resources Survey Report. Prepared for North Berkeley PSH Partners, March 2025.

\*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1451 Virginia Street  
Page 2 of 9

\*NRHP Status Code 6Z

- B1. Historic Name: 1451 Virginia Street  
B2. Common Name: 1451 Virginia Street  
B3. Original Use: Residential  
B4. Present Use: Residential  
\*B5. **Architectural Style:** Spanish Colonial Revival  
\*B6. **Construction History:** (Construction date, alterations, and date of alterations)

The subject property was constructed in 1928. For additional information on known alterations, see Table 1.

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

\*B8. **Related Features:** None

B9a. **Architect:** None listed on original building permit **b. Builder:** Sven J. Haavik

\*B10. **Significance: Theme** 20<sup>th</sup>-century residential development **Area** North Berkeley  
**Period of Significance** N/A **Property Type** N/A **Applicable Criteria** N/A

The building at 1451 Virginia Street is recommended ineligible for listing in the National Register of Historic Places (National Register) under any criteria.

## North Berkeley Area

The subject property is located across North Berkeley BART Station on Virginia Street. The area around the station is predominately residential with moderate commercial development concentrated along University Avenue. The following development history of North Berkeley is an excerpt from the "*Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project*" prepared by Rincon Consultants in August 2021.

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

See Continuation Sheet.

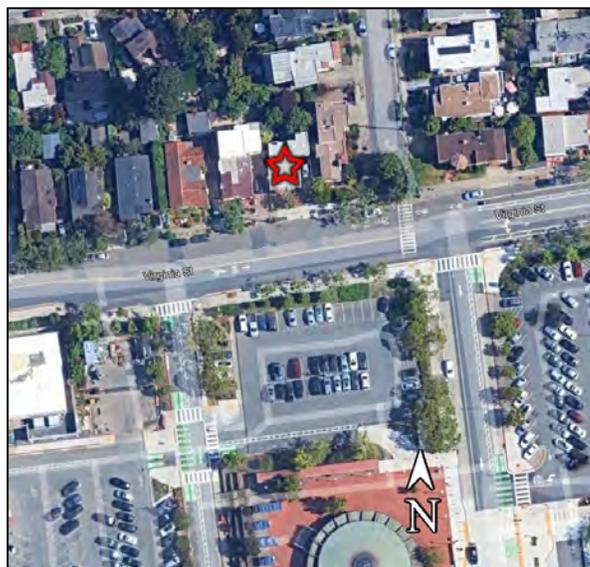
B11. **Additional Resource Attributes:** None

\*B12. **References:**

See Continuation Sheet.

B13. **Remarks:** None

\*B14. **Evaluator:** Becky Urbano (ESA)  
**\*Date of Evaluation:** March 2025



\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update

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

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station. [The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed a resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the Composite Report, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the "the last Republican mayor of Berkeley," Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were "aesthetically unattractive" and threatened to "divide the city psychologically along racial lines," in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley's White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City's independent study estimated the difference in cost between BART's proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading 'BURY THE BART TRACKS' in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

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Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates, with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley's request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley's bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station's design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley's Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station's above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station's current appearance nor any information covered by research conducted for [Rincon's 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was complete by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension. [...] The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>1</sup>

#### *Spanish Colonial Revival Style (ca. 1915–1940)*

The subject property is a modest and altered example of the Spanish Colonial Revival style. The beginnings of Spanish Revival style architecture date to 1915, when it was introduced at the Panama-California Exposition in San Diego. The period revival styles grew in popularity following World War I and were patterned after buildings of earlier historic periods. The most common style in the Southwest was the Spanish Revival. Inspired by the Panama-California Exposition, many architects found California the ideal setting for this architectural style. Numerous publications argued in favor of this period revival style for the "Mediterranean environment" of California, including W. Sexton's *Spanish Influence on American Architecture and Decoration* (1926) and Rexford Newcomb's *The Spanish House for America Its Design, Furnishing, and Garden* (1927).<sup>2</sup>

Architect Bertram Grosvenor Goodhue's comprehensive set of Spanish Revival structures for the Panama-California Exposition catalyzed a region-wide building trend that incorporated Spanish and Moorish influences and even supplanted the

<sup>1</sup> Rincon Consultants, "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599), August 12, 2021, 15–17.

<sup>2</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 520-534.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

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previously popular Mission Revival style. The many Spanish Revival and Mediterranean Revival commercial, civic and residential structures that were built became a key component in the forging of regional identity and quest for legitimacy, since the style helped perpetuate powerful romantic myths about California's origins tied to New Spain. Decorative elements that were appropriated from indigenous American cultures (Native American, Mayan, Aztec) were sometimes incorporated into these eclectic designs to infuse exoticism, along with a certain brand of perceived cultural authenticity.<sup>3</sup>

The Spanish Revival style and its variants were widely used throughout California for both commercial and residential properties. The typical identifying features of the Spanish Revival style include a low-pitched red tile roof with little or no eave overhang, the use of arches on principal fenestration, ornate low-relief carvings highlighting arches, stucco walls, and an asymmetrical facade.<sup>4</sup>

A regional variant of the style can be found throughout San Francisco's East Bay residential neighborhoods, including North Berkeley. These single- and multiple-family residences often reflect a refined compilation of Spanish Colonial and Mediterranean Revival style elements, and frequently include

- Roof, parapet, or front porch covered with red tile;
- Arched openings, either pointed, rounded, flattened, or a circle with a peak;
- Wood or wrought iron balcony railing and window grills;
- Weep holes arranged in an inverted curve;
- Stucco cladding; and
- A stucco wing wall with an arched opening leading to a backyard.<sup>5</sup>

### Subject Property

#### *Property and Building History*

The subject property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. In 1929 and 1950, the property appears in a Sanborn Fire Insurance Company map as a single-family residence with a footprint similar to the present day (**Figures 2 and 3**).<sup>6,7</sup> In 1928, a building permit was submitted by the Fee Brothers to construct a single-family residence at this location.<sup>8</sup> However, by October of that year, a second permit was filed by Sven Haavik, to construct a single-family residence of slight different dimensions.<sup>9</sup> At that time, Haavik was also constructing a single-family residence on the neighboring property at 1445 Virginia Street.<sup>10</sup>

According to building permit records and other property records on file with the Berkeley Architectural Heritage Association, newspaper articles, historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, no major alterations have occurred at the subject property. Known alterations are listed in **Table 1** below.

**Table 1: Property and Building History**

Date	Construction/Alteration	Source(s)
1928	Construction	Parcelquest/Assessor records
1958	Minor repairs/construction completed	"Week's Permits Total \$131,574," <i>Berkeley Gazette</i> , June 2, 1952, 13
1993	Electrical panel upgrades	Building Permit B1993-03547, City of Berkeley

<sup>3</sup> David Gebhard, "The Myth and Power of Place," in Canizaro, Vincent, ed., *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition* (Princeton, NJ: Princeton Architectural Press, 2007).

<sup>4</sup> McAlester, 520-534.

<sup>5</sup> City of Oakland Planning Department, *Rehab Right: How to Rehabilitate Your Oakland House Without Sacrificing Architectural Assets*, June 1978, 30.

<sup>6</sup> Sanborn Fire Insurance Company, Insurance Maps of San Francisco, California, Volume 1, 1929, Sheet 8.

<sup>7</sup> Sanborn Fire Insurance Company, Insurance Maps of San Francisco, California, Volume 1, 1950, Sheet 8.

<sup>8</sup> Building permit 30127, March 26, 1928, on file at Berkeley Architectural Heritage Association.

<sup>9</sup> Building permit 31741, October 23, on file at Berkeley Architectural Heritage Association.

<sup>10</sup> Building permit 30165, March 30, 1928, on file at Berkeley Architectural Heritage Association.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update

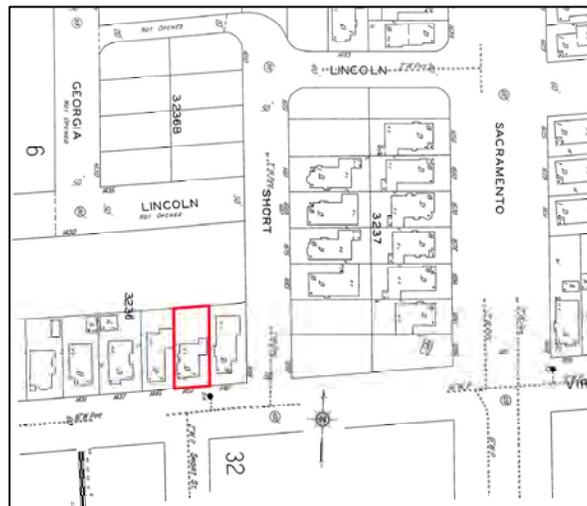
Date	Construction/Alteration	Source(s)
1999	Sewer lateral replacement	Building Permit B1999-01799, City of Berkeley
2004	Seismic strengthening	Building Permit B2004-01981, City of Berkeley
2017	Water Heater Replaced	Building permit B2017-00106, City of Berkeley
2018	5 windows replaced, 1 enlarged, 1 added	Building permit B2018-02651, City of Berkeley

*Ownership and Occupancy*

A list of known owners and occupants is presented in **Table 2** below. Early building permit records indicate that the original property owner, Sven Haavik, constructed the house but never lived in it. The property was sold to in 1928 and by 1930 Mary A. Baroni and her three daughters, Rose, Edith, and Irene, are listed at the property.<sup>11</sup> All are listed as glove makers. Mary died in 1938 and Edith lived at the property through at least 1986<sup>12</sup> and retained ownership through her death in 1987. Since then the house has been sold twice and used as both a rental property and as a home for the owner.

**Table 2: Ownership and Occupancy History**

Dates	Owner / Occupant	Source(s)
1928	Sven J. Haavik (Owner)	Building Permit 31741 (October 23, 1928)
1930-1987	Edith Baroni (Owner/Occupant)	1930-1950 Census Records, <i>Polk City Directories: Oakland</i> , 1930 – 1941; "Purse Thieves Use Keys to Steal and Extra \$320," <i>Berkeley Gazette</i> , May 3, 1963, 13, Record No. 87115962, Alameda Co. Clerk Recorder
1987-2003	Lois Quick (Owner, sometimes occupant)	Record No. 87115962, Alameda Co. Clerk Recorder; Realtor.com, Cole Information (Phase I (2025), 186)
2003-Present	Kathleen Tuttle (Owner, sometimes occupant)	Record No.200373386, Alameda Co. Clerk Recorder; Realtor.com; Phase 1, 2025, 186



Source: Sanborn Fire Insurance Company, Insurance Maps of San Francisco, California, Volume 1, 1929, sheet 8.  
**Figure 2.** The subject property as recorded in a 1929 Sanborn Fire Insurance map. Subject property outlined in red.

<sup>11</sup> R.L. Polk, *Oakland City Directory, Including Alameda, Berkeley, Emeryville, and Piedmont*, 1930 (Oakland, CA), 253.

<sup>12</sup> Langan Engineering & Environmental Services, Inc., *Phase 1 Environmental Site Assessment*, prepared for Bridge Housing, 2024, 171.



Source: Sanborn Fire Insurance Company, Insurance Maps of San Francisco, California, Volume 1, 1950, sheet 8.  
**Figure 4.** The subject property as recorded in a 1950 Sanborn Fire Insurance map. 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>13</sup> They are location, design, setting, materials, workmanship, feeling, and association.

#### Significance Evaluation

The subject property at 1451 Virginia Street (APN 58-2145-57) is evaluated below for potential historic significance according to National Register Criteria A through D.

#### *Criterion A – Events*

Preliminary research did not identify any significant association between the residential building at 1451 Virginia Street and important events in the past. The subject building was constructed in 1928, decades after the earliest residential buildings

<sup>13</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>.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

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were constructed in North Berkeley. Review of archival data does not indicate that 1451 Virginia Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1451 Virginia Street is recommended ineligible under Criterion A

#### *Criterion B – People*

Preliminary research did not identify any significant association between the residential building at 1451 Virginia Street and important persons. The property was the primary residence of owner Edith Baroni for 59 years (1928-1987). Edith was listed in directories as a glove maker<sup>14</sup> and as a “forelady” in a glove factory.<sup>15</sup> Nothing else is known about the life of Miss Edith Baroni. Archival research suggests she never married and did not have any children, she was not notably active in local clubs or events, nor is she associated with any historical events of import. Therefore, the subject property is not associated with the productive life of an individual whose personal achievements or professional accomplishments rise to national significance. For these reasons, 1451 Virginia Street is recommended ineligible under Criterion B.

#### *Criterion C – Design*

The building at 1451 Virginia Street was constructed as a single-family residence in 1928. It was designed in the Spanish Colonial Revival style, a common residential style found throughout North Berkeley and the surrounding residential neighborhoods. While the subject property possesses several character-defining features of the style, such as stucco siding, arched openings, red tile roof materials, and a deeply recessed porch. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permit and assessor records identify the builder as Sven Haavik, a carpenter and builder. While at least one other neighborhood residence is attributed to Haavik (1445 Virginia Street) archival research failed to find any further association of Haavik with architectural development in Berkeley or in the greater Bay Area. As such, the building does not appear to have been the work of a master designer of builder firm of merit. For these reasons, 1451 Virginia Street is recommended ineligible under Criterion C.

#### *Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1451 Virginia Street is representative of residential property types constructed in North Berkeley during the early twentieth century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There is no evidence to suggest that 1451 Virginia Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

#### *Integrity Analysis*

In addition to being eligible for listing under at least one of the 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 building at 1451 Virginia Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

#### Summary

Based on a site survey, archival research, and the analysis presented above, the building at 1451 Virginia Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1451 Virginia Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act.

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

Building permit 30127. March 26, 1928. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit 31741. October 23, 1928. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit 30165. March 30, 1928. On file at Berkeley Architectural Heritage Association. Berkeley, California.

<sup>14</sup> R.L. Polk, *Oakland City Directory*, 1938 and 1941.

<sup>15</sup> U.S Census Records 1950, accessed March 7, 2025, www.ancestry.com.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update

Bureau of the Census. *Seventeenth Census of the United States, 1950*. Berkeley, Alameda, California. Washington, D.C.: National Archives and Records Administration, 1950. Available at Ancestry.com, *1950 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012.

California Office of Historic Preservation. Instructions for Recording Historical Resources. Sacramento: Office of Historic Preservation, 1995. Accessed February 19, 2025. <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

City of Oakland Planning Department. *Rehab Right: How to Rehabilitate Your Oakland House Without Sacrificing Architectural Assets*. June 1978.

Gebhard, David. "The Myth and Power of Place." In Canizaro, Vincent. ed. *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition*. Princeton, NJ: Princeton Architectural Press, 2007.

Langan Engineering & Environmental Services, Inc. *Phase 1 Environmental Site Assessment*. 2024.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

Parcelquest. Alameda County assessor records for 1451 Virginia Street. Accessed March 4, 2025.

Property ownership card for 1451 Virginia Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Rincon Consultants. "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599). August 12, 2021.

R.L. Polk. *Oakland City Directory, Including Alameda, Berkeley, Emeryville, and Piedmont*. 1930. Oakland, CA.

----- *Oakland City Directory, Including Alameda, Berkeley, Emeryville, and Piedmont*. 1938. Oakland, CA.

----- *Oakland City Directory, Including Alameda, Berkeley, Emeryville, and Piedmont*. 1941. Oakland, CA.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1929. Sheet 8.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1950. Sheet 8.

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 11                                      \*Resource Name or #: 1461 Virginia Street

**P1. Other Identifier:** 1701–1703 Sacramento Street

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

- \*a. County Alameda
- \*b. **USGS 7.5' Quad** Oakland West                      **Date** 2021 T ; R ; ¼ of ¼ of Sec ; **B.M.**  
 Address 1461 Virginia Street                      City Berkeley                      Zip 94702  
 UTM: Zone 10S , 563009.81 mE/ 4192185.15 mN; NAD 83
- e. Other Locational Data: APN 058-2145-56

**\*P3a. Description:** The subject property is a one- and two-story wood frame residence with an irregular footprint on a 0.082-acre parcel located at the northwest corner of Virginia and Short streets. The building is composed of two masses; a one-story section facing Virginia Street and a two-story section to the north, facing Short Street. It rests on a concrete foundation, is clad in stucco, and is capped by intersecting gable and flat roofs that are covered with red clay barrel tiles. The windows are all vinyl sash replacements.

The primary (south) façade fronts Virginia Street but the main entrance is at the southeast corner of the building, within a tower-like features that is recessed from the front facade and accessed via a concrete walkway from the corner of the lot where Short Street terminates in a cul-de-sac. This entrance is partially hidden from Virginia Street by vegetation and a high pony wall parallel to the east façade (**Figure 1**). The rest of the primary façade is dominated by a large, arched fixed window beneath a front-facing gable.

The secondary (east) façade fronts Short Street (**Figure 2**). The entry tower and one-story mass are located at the south end of the façade while the two-story mass is located to the north. This façade has single-hung, tripartite, and fixed vinyl sash windows and two arched garage door openings. Above the garage doors is a shallow bay with faux crenulated support brackets. A pair of single-hung, vinyl sash windows is centered within the bay.

**\*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: Oblique view of the primary (south) façade, facing northwest.

**\*P6. Date Constructed/Age and Source:**  
 Historic  Prehistoric  Both  
 1929 (Parcelquest/Assessor Records)

**\*P7. Owner and Address:**  
 Daryl Martinez and Amelia Tonkin Trust  
 1461 Virginia Street  
 Berkeley, CA 94702-1526

**P8. Recorded by:**  
 Alison Garcia Kellar (ESA)  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

**\*P9. Date Recorded:** March 7, 2025

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

**\*P11. Report Citation:** ESA. *North Berkeley BART Permanent Supportive Housing Project, Berkeley, Alameda County, California, Cultural Resources Survey Report*. Prepared for North Berkeley PSH Partners, March 2025.

- \*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1461 Virginia Street  
Page 2 of 11

\*NRHP Status Code 6Z

- B1. Historic Name: 1461 Virginia Street  
B2. Common Name: 1461 Virginia Street  
B3. Original Use: Single Family Residence  
\*B5. Architectural Style: Spanish Colonial Revival  
B4. Present Use: Single Family Residence

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

The subject property was constructed in 1929. For additional information on known alterations, see Table 1.

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

\*B8. Related Features: None

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme 20<sup>th</sup>-century residential development  
Period of Significance N/A Property Type N/A

Area North Berkeley

Applicable Criteria N/A

The building at 1461 Virginia Street is recommended ineligible for listing in the National Register of Historic Places (National Register) under any criteria.

## North Berkeley Area

The subject property is located across North Berkeley BART Station on Virginia Street. The area around the station is predominately residential with moderate commercial development concentrated along University Avenue. The following development history of North Berkeley is an excerpt from the "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project" prepared by Rincon Consultants in August 2021.

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

See Continuation Sheet.

B11. Additional Resource Attributes: None

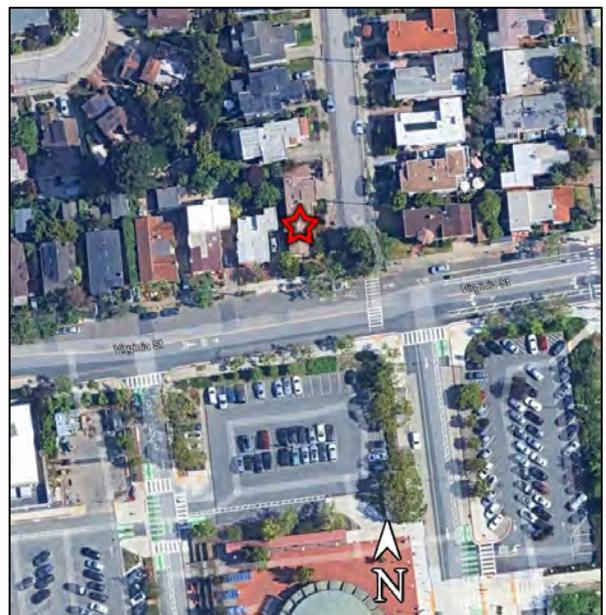
\*B12. References:

See Continuation Sheet.

B13. Remarks: None

\*B14. Evaluator: Becky Urbano (ESA)

\*Date of Evaluation: March 2025



\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update

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



Source: ESA, 2025

**Figure 1.** The main entrance is partially hidden from view by mature landscaping.



Source: ESA, 2025

**Figure 2.** The secondary (east) façade faces Short Street at a cul-de-sac.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update

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

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station. [The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed a resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the Composite Report, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the "the last Republican mayor of Berkeley," Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were "aesthetically unattractive" and threatened to "divide the city psychologically along racial lines," in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley's White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City's independent study estimated the difference in cost between BART's proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading 'BURY THE BART TRACKS' in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates,

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

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with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley's request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley's bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station's design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley's Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station's above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station's current appearance nor any information covered by research conducted for [Rincon's 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was complete by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension. [...] The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>1</sup>

#### *Spanish Colonial Revival Style (ca. 1915–1940)*

The subject property is a modest and altered example of the Spanish Colonial Revival style. The beginnings of Spanish Revival style architecture date to 1915, when it was introduced at the Panama-California Exposition in San Diego. The period revival styles grew in popularity following World War I and were patterned after buildings of earlier historic periods. The most common style in the Southwest was the Spanish Revival. Inspired by the Panama-California Exposition, many architects found California the ideal setting for this architectural style. Numerous publications argued in favor of this period revival style for the "Mediterranean environment" of California, including W. Sexton's *Spanish Influence on American Architecture and Decoration* (1926) and Rexford Newcomb's *The Spanish House for America Its Design, Furnishing, and Garden* (1927).<sup>2</sup>

Architect Bertram Grosvenor Goodhue's comprehensive set of Spanish Revival structures for the Panama-California Exposition catalyzed a region-wide building trend that incorporated Spanish and Moorish influences and even supplanted the previously popular Mission Revival style. The many Spanish Revival and Mediterranean Revival commercial, civic and residential structures that were built became a key component in the forging of regional identity and quest for legitimacy, since

<sup>1</sup> Rincon Consultants, "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599), August 12, 2021, 15–17.

<sup>2</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 520-534.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

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the style helped perpetuate powerful romantic myths about California’s origins tied to New Spain. Decorative elements that were appropriated from indigenous American cultures (Native American, Mayan, Aztec) were sometimes incorporated into these eclectic designs to infuse exoticism, along with a certain brand of perceived cultural authenticity.<sup>3</sup>

The Spanish Revival style and its variants were widely used throughout California for both commercial and residential properties. The typical identifying features of the Spanish Revival style include a low-pitched red tile roof with little or no eave overhang, the use of arches on principal fenestration, ornate low-relief carvings highlighting arches, stucco walls, and an asymmetrical facade.<sup>4</sup>

A regional variant of the style can be found throughout San Francisco's East Bay residential neighborhoods, including North Berkeley. These single- and multiple-family residences often reflect a refined compilation of Spanish Colonial and Mediterranean Revival style elements, and frequently include

- Roof, parapet, or front porch covered with red tile;
- Arched openings, either pointed, rounded, flattened, or a circle with a peak;
- Wood or wrought iron balcony railing and window grills;
- Weep holes arranged in an inverted curve;
- Stucco cladding; and
- A stucco wing wall with an arched opening leading to a backyard.<sup>5</sup>

Subject Property

*Property and Building History*

The subject property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. In 1929 and 1950, the property appears on Sanborn Fire Insurance Company maps with a footprint similar to that seen today (**Figures 3 and 4**).<sup>6</sup> The first building record for the property is from 1937 when a window was enlarged and minor repairs undertaken. The roof was then replaced in 1939. More recently, there have been several repairs to address termite damage and replace appliances. All the windows were replaced in 2010 and the roof was replaced in 2011.

According to building permit records and other property records on file with the Berkeley Architectural Heritage Association, newspaper articles, historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time, and they are listed in **Table 1** below. Included are minor exterior siding repairs and repainting in 2024 and the replacement of original windows at an unknown date(s).

**Table 1: Property and Building History**

Date	Construction/Alteration	Source(s)
1929	Constructed	Parcelquest
1937	Various repairs including window replacement/enlargement, stucco repair, additional interior lighting	Building Permit 42814 (June 8, 1937) on file with BAHA
1939	Roof repair	Building Permit 17654 (October 17, 1939) on file with BAHA
1998	Seismic upgrade	Building Permit 1998-00067, City of Berkeley
2002	Repair termite damage	Building Permit 2002-04660, City of Berkeley
2003	Replace water heater	Building Permit 2003-01370, City of Berkeley

<sup>3</sup> David Gebhard, "The Myth and Power of Place," in Canizaro, Vincent. ed., *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition* (Princeton, NJ: Princeton Architectural Press, 2007).

<sup>4</sup> McAlester, 520-534.

<sup>5</sup> City of Oakland Planning Department, *Rehab Right: How to Rehabilitate Your Oakland House Without Sacrificing Architectural Assets*, June 1978, 30.

<sup>6</sup> Sanborn Fire Insurance Company, Insurance Maps of San Francisco, California, Volume 1, 1929, Sheet 8.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update

Date	Construction/Alteration	Source(s)
2010	Replace all windows	Building Permit B2010-02263, City of Berkeley
2011	Replace roof	Building Permit B2011-00399, City of Berkeley
2019	Update electrical for new lighting, install new tankless water heater, and relocate laundry room sink	Building Permit B2019-03182, City of Berkeley
2019	Repair dry rot and damaged framing in the garage; Remove and replace beams and steel columns in garage. Seismic upgrade in garage and crawl space for Transfer Tax Rebate	Building Permit B2019-00869, City of Berkeley

*Ownership and Occupancy*

The original construction permit was not located, however by 1930 George Kimball, an insurance salesman, and his wife Anna are listed at the address.<sup>7</sup> George and Anna's daughter, Beatrice was a dancer and performer who married Ray Goman. By 1937, Ray and Beatrice Goman are living at the property. It is assumed that the Goman's owned and occupied the property as they made several repairs and improvements. In 1941 the property was sold to Evelyn Howell, a nurse.<sup>8</sup> The property was sold again in 1945 to Benjamin and Azniv Kamin, who ran an Armenian grocery store.<sup>9,10</sup> The Kamians sold the property in 1958 to Robert and Lillie Johnson who resided at the property through at least 1984.<sup>11</sup> Since 1984, the property has been sold several times. It is unclear if it was used for rental income or as a primary residence. A list of known owners and occupants is presented in **Table 2** below. Of these residents, the Gomans were people of some local importance and a brief bio of the couple are presented below.

Ray and Beatrice Goman

By 1935, notable entertainers Ray and Bee Goman are associated with 1461 Virginia Street.<sup>12</sup> The Gomans were locally renowned vaudeville performers who parlayed their stage careers into the ownership and operation of night clubs in San Francisco. The first club was known as *The Gay Nineties* and was located on Pacific Street in San Francisco within a corridor of clubs known as the "Barbary Coast."<sup>13</sup> It was a successful and popular club, hosting popular entertainers such as Art Linkletter, Martha Rae and Herb Caen, among others.<sup>14</sup> The Goman's reinvented the club as *The Gay 60s*, when the club joined the topless entertainment trend of the 1960s. The Gomans operated the night club from 1941 until 1967.

Ray Goman (1903 – 2000) was born in Chicago in 1903. He met his wife Bernice "Bee" Kimball Goman (1899 – 1969) in 1921 when he signed up for dancing lessons from her.<sup>15</sup> The couple began performing together and wed in 1926. In the 1920s they toured together, performing on stage in New York and other major entertainment centers. The couple opened the *Gay Nineties* club in 1941 in the former Hippodrome on Pacific Street in San Francisco.<sup>16</sup> The club then moved in the 1950s to 345 Broadway at the edge of the North Beach neighborhood. It was here that they joined other clubs in the area and added topless and strip shows to the entertainment, changing the name of the club to the *Gay 60s*. The club declared bankruptcy in 1967.<sup>17</sup> Bee died in 1969 and Ray continued performing in commercials and as an extra in movies. He eventually remarried and moved back to San Francisco where he died in 2000.

The Gomans are associated with 1461 Virginia Street from 1935 when they settled in Berkeley at the home of Bee's parents, George and Anna Kimball, through 1941 when the property was sold to Evelyn Howell.

<sup>7</sup> R.L. Polk, *Oakland City Directory, Including Alameda, Berkeley, Emeryville, and Piedmont, 1930, 805.*

<sup>8</sup> Property Card on files with Berkeley Architectural Heritage Association.

<sup>9</sup> Property Card on files with Berkeley Architectural Heritage Association.

<sup>10</sup> U.S. Census, 1950, accessed March 3, 2025, [www.ancestry.com](http://www.ancestry.com).

<sup>11</sup> Property Card on files with Berkeley Architectural Heritage Association.

<sup>12</sup> "Charles Raymond Goman," *SF Gate*, April 24, 2000, accessed March 8, 2025. <https://www.sfgate.com/news/article/charles-raymond-goman-2785672.php>.

<sup>13</sup> "Charles Raymond Goman."

<sup>14</sup> "Charles Raymond Goman."

<sup>15</sup> "A Vaudeville Star: Bee Goman is Dead at 70," *San Francisco Chronicle*, July 3, 1969, 28.

<sup>16</sup> "Bee Goman is Dead at 70."

<sup>17</sup> "Bee Goman is Dead at 70."

\*Recorded by: Becky Urbano (ESA)

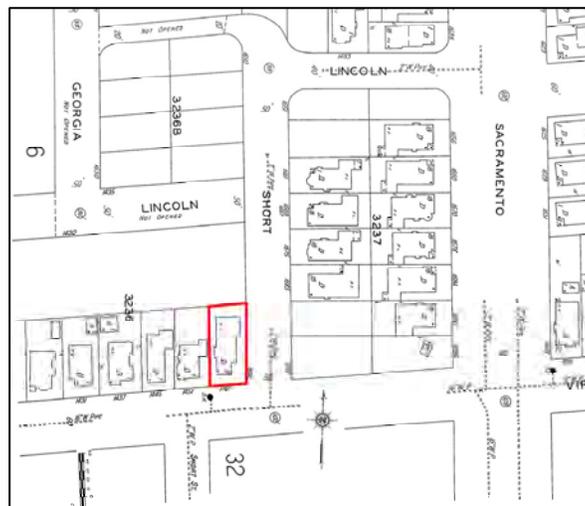
\*Date: March 2025

Continuation

Update

**Table 2: Ownership and Occupancy History**

Dates	Owner / Occupant	Source(s)
1929	Unknown	
1930 – 1935	George S. and Anna H. Kimball (parents to Bernice "Bee" Goman)	<i>Polk City Directory: Oakland, 1930-1935; 1930 Federal Census</i>
1935 – 1941	Ray C. and Bernice "Bee" Goman	<i>Polk City Directory: Oakland, 1937-1941; 1940 Federal Census; property Card on file with BAHA</i>
1941-1945	Evelyn Howell (Owner/occupant)	Polk Directory, 1943 (Phase 1 (2024), 186 and 206); Property card on file with BAHA
1945 – 1958	Azniv (aka Alice) and Benjamin Kamian (Owners/occupants)	1950 Federal Census; "Exhibits in Alameda," <i>Berkeley Gazette</i> , March 22, 1956, 8; Realty listings, <i>Berkeley Gazette</i> , August 18, 1958, 16; Property card on file with BAHA
1958-1984	Robert and Lillie Johnson (Owners/occupants)	Property card on file with BAHA; Pacific Telephone (Phase 1 (2024), 177, 186, 206)
1984 - 2002	Claudia Valas and Carl H. Buchin (Owners/occupants)	Record No. 84047881, Alameda Co. Clerk Recorder; Pacific Bell White Page (Phase 1 (2024), 177, 186, 206)
2002 – 2017	Gloria Guinto and Charles Griffin (Owners/occupants)	Record No.2002373047, Alameda Co. Clerk Recorder; "Neighborhood Homes Sold: Berkeley," <i>San Francisco Chronicle</i> , October 13, 2002; Cole Information (Phase 1 (2024), 186)
2017-present	Daryl Dean Martinez and Mei Leong (Owners/occupants)	Assessor Records (Parcelquest); Record No. 201783184, Alameda Co. Clerk Recorder; Real Estate Listing: For Sale, <i>San Francisco Chronicle</i> , July 13, 2017



Source: Sanborn Fire Insurance Company, Insurance Maps of San Francisco, California, Volume 1, 1929, sheet 8.  
**Figure 3.** The subject property as recorded in a 1929 Sanborn Fire Insurance map. Subject property outlined in red.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update



Source: Sanborn Fire Insurance Company, Insurance Maps of San Francisco, California, Volume 1, 1950, sheet 8.  
**Figure 4.** The subject property as recorded in a 1950 Sanborn Fire Insurance map. 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>18</sup> They are location, design, setting, materials, workmanship, feeling, and association.

### Significance Evaluation

The subject property at 1461 Virginia Street (APN 58-2145-56) is evaluated below for potential historic significance according to National Register Criteria A through D.

#### *Criterion A – Events*

Preliminary research did not identify any significant association between the residential building at 1461 Virginia Street and important events in the past. The subject building was constructed in 1929, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1461 Virginia Street was the site of a

<sup>18</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>.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update

specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1461 Virginia Street is recommended ineligible under Criterion A.

*Criterion B – People*

The property at 1461 Virginia Street is associated from 1935 - 1941 with notable entertainers Bee and Ray Goman and was originally owned by Bee's parents, George and Anna Kimball. The Goman's were vaudeville performers turned San Francisco night club owners who owned and operated *Goman's Gay Nineties* and the *Gay 60s* on Pacific Street and Broadway respectively. The clubs operated from 1941 through 1967. During the period of association with the subject property, the Goman's performed at area clubs, building a reputation as popular local entertainers after spending their earlier careers traveling across the United States. By the time they were successful enough to open their own club, they had sold the residence at 1461 Virginia Street. For a property to be significant under Criterion B, it must not only be associated with important persons, but also with the personal achievements or professional accomplishments of those individuals. The property at 1461 Virginia Street was a private residence and was not associated with entertainment or the performances that made the Goman's successful. Their success is more closely associated with the spaces in which they performed, which did not include 1461 Virginia Street. Moreover, the period of their greatest renown as club owners does not overlap with their period of association with 1461 Virginia Street. For these reasons, 1461 Virginia Street is recommended ineligible under Criterion B.

*Criterion C – Design*

The building at 1461 Virginia Street was constructed as a single-family residence in 1929. It was designed in the Spanish Colonial Revival style, a common residential style found throughout North Berkeley and the surrounding residential neighborhoods. While the subject property possesses several character-defining features of the style, such as stucco siding, arched openings, red tile roof materials, and a deeply recessed porch. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permit and assessor records did not identify the architect or builder of the residence. As such, the building does not appear to have been the work of a master architect or construction firm of merit. Moreover, it has undergone several alterations and additions since the time of its construction. For these reasons, 1461 Virginia Street is recommended ineligible under Criterion C.

*Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1461 Virginia Street is representative of residential property types constructed in North Berkeley during the early twentieth century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There is no evidence to suggest that 1461 Virginia Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

*Integrity Analysis*

In addition to being eligible for listing under at least one of the 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 building at 1461 Virginia Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

Summary

Based on a site survey, archival research, and the analysis presented above, the building at 1461 Virginia Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1461 Virginia Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act.

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

"A Vaudeville Star: Bee Goman is Dead at 70." *San Francisco Chronicle*. July 3, 1969.

Building permit 42814. June 8, 1937. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit 47654. October 17, 1939. On file at Berkeley Architectural Heritage Association. Berkeley, California.

\*Recorded by: Becky Urbano (ESA)

\*Date: March 2025

Continuation

Update

Bureau of the Census. *Seventeenth Census of the United States, 1950*. Berkeley, Alameda, California. Washington, D.C.: National Archives and Records Administration, 1950. Available at Ancestry.com, *1950 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012.

"Charles Raymond Goman." *SF Gate*. April 24, 2000. <https://www.sfgate.com/news/article/charles-raymond-goman-2785672.php>.

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Gebhard, David. "The Myth and Power of Place." In Canizaro, Vincent. ed. *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition*. Princeton, NJ: Princeton Architectural Press, 2007.

Langan Engineering & Environmental Services, Inc. *Phase 1 Environmental Site Assessment*. 2024.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

Parcelquest. Alameda County assessor records for 1461 Virginia Street. Accessed March 4, 2025.

Property ownership card for 1461 Virginia Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Rincon Consultants. "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599). August 12, 2021.

R.L. Polk. *Oakland City Directory, Including Alameda, Berkeley, Emeryville, and Piedmont*. 1930. Oakland, CA.

Sanborn Fire Insurance Company. *Insurance Maps of Berkeley, California*. Volume 1, 1929. Sheet 8.

Sanborn Fire Insurance Company. *Insurance Maps of Berkeley, California*. Volume 1, 1950. Sheet 8.

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 #: 1481 Virginia Street

**P1. Other Identifier:**

\*P2. Location:  Not for Publication     Unrestricted

- \*a. County Alameda
- \*b. USGS 7.5' Quad Oakland West      Date 2021    T 1S; R 4W; ¼ of ¼ of Sec ; Mount Diablo B.M.
- c. Address 1481 Virginia Street      City Berkeley      Zip 94702
- d. UTM: Zone 10 S, 563044.00 mE/ 4192177.3 mN; NAD 83
- e. Other Locational Data: APN 58-2145-36

\*P3a. Description: The property at 1481 Virginia Street is occupied by a split-level, single-family residence that features an irregular footprint. It is of wood-frame construction, clad with stucco, supported by a concrete foundation, and capped by an intersecting-gable roof covered variously with red tiles and composition shingles.

The primary (south) façade faces Virginia Street and is comprised of two volumes. The western volume features a recessed primary entrance within a circular covered porch capped by a pyramidal roof covered with tile. The circular porch features clerestory openings covered with wrought iron window grilles and arcaded entry openings accessed vial concrete steps and metal railing. The entry is flanked by a fixed, and a sliding sash window to the left and right, respectively. (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: Oblique view, facing northeast. ESA, 2025.

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

- Historic     Prehistoric
- Both
- Ca. 1930 (Source: Alameda County Assessor records).

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

Theanh T. Cao  
1481 Virginia Street  
Berkeley, CA 94702-1526

**P8. Recorded by:**

Alison Garcia Kellar (ESA)  
180 Grand Avenue, Suite 1050  
Oakland, CA 94612

\*P9. Date Recorded: February 12, 2025

\*P10. Survey Type: Intensive

\*P11. Report Citation: ESA. North Berkeley BART Permanent supportive Housing Project, Berkeley, Alameda County, California Cultural Resources Survey Report. Prepared for North Berkeley PSH Partners. March 2025.

- \*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1481 Virginia Street  
Page 2 of 9

\*NRHP Status Code 6Z

- B1. Historic Name: 1481 Virginia Street / 1699 Short Street  
B2. Common Name: 1481 Virginia Street  
B3. Original Use: Single-family residence  
B4. Present Use: Single-family residence  
\*B5. **Architectural Style:** Spanish Colonial Revival  
\*B6. **Construction History:** (Construction date, alterations, and date of alterations)  
Constructed ca. 1930. For additional information about known alterations, please see **Table 1**.

- \*B7. **Moved?**  No  Yes  Unknown **Date:** n/a **Original Location:** n/a  
\*B8. **Related Features:** An ancillary building (possible accessory dwelling unit) is located on the southeast end of the parcel.

- B9a. Architect: Unknown b. Builder: Hughes & Beach  
\*B10. **Significance:** **Theme** Residential Development in North Berkeley **Area** North Berkeley  
**Period of Significance** N/A **Property Type** Residential **Applicable Criteria** N/A

The building at 1481 Virginia Street is recommended ineligible for listing in the National Register of Historic Places (National Register) under any criteria.

## North Berkeley Area

The subject property is located across North Berkeley BART Station on Virginia Street. The area around the station is predominately residential with moderate commercial development concentrated along University Avenue. The following development history of North Berkeley is an excerpt from the "*Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project*" prepared by Rincon Consultants in August 2021.

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

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:** February 2025



\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

Continuation

Update

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

The building's one-story-over-garage eastern volume features two wood garage doors on the south façade at the ground level. Above the garage, there is a sliding, glass door covered with wrought iron window grilles that opens out onto a wood and wrought iron balconet located beneath a wood and tile pent roof overhang. There are two vent holes beneath the gable and two one-over-one, vinyl-sash windows to the left of the balconet.

A one-story, ancillary building is located along the building's east façade. The building's west façade features a fixed, multi-lite window flanked by two arched recesses.

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

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station. [The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the Composite Report, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the "the last Republican mayor of Berkeley," Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were "aesthetically unattractive" and threatened to "divide the city psychologically along racial lines," in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley's White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City's independent study estimated the difference in cost between BART's proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

Continuation

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Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading 'BURY THE BART TRACKS' in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates, with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley's request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley's bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station's design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley's Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station's above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station's current appearance nor any information covered by research conducted for [Rincon's 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was complete by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension. [...] The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>1</sup>

*Spanish Colonial Revival Style (ca. 1915–1940)*

The subject property is a modest and altered example of the Spanish Colonial Revival style. The beginnings of Spanish Revival style architecture date to 1915, when it was introduced at the Panama-California Exposition in San Diego. The period revival styles grew in popularity following World War I and were patterned after buildings of earlier historic periods. The most

<sup>1</sup> Rincon Consultants, "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599), August 12, 2021, 15–17.

\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

Continuation

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common style in the Southwest was the Spanish Revival. Inspired by the Panama-California Exposition, many architects found California the ideal setting for this architectural style. Numerous publications argued in favor of this period revival style for the "Mediterranean environment" of California, including W. Sexton's *Spanish Influence on American Architecture and Decoration* (1926) and Rexford Newcomb's *The Spanish House for America Its Design, Furnishing, and Garden* (1927).<sup>2</sup>

Architect Bertram Grosvenor Goodhue's comprehensive set of Spanish Revival structures for the Panama-California Exposition catalyzed a region-wide building trend that incorporated Spanish and Moorish influences and even supplanted the previously popular Mission Revival style. The many Spanish Revival and Mediterranean Revival commercial, civic and residential structures that were built became a key component in the forging of regional identity and quest for legitimacy, since the style helped perpetuate powerful romantic myths about California's origins tied to New Spain. Decorative elements that were appropriated from indigenous American cultures (Native American, Mayan, Aztec) were sometimes incorporated into these eclectic designs to infuse exoticism, along with a certain brand of perceived cultural authenticity.<sup>3</sup>

The Spanish Revival style and its variants were widely used throughout California for both commercial and residential properties. The typical identifying features of the Spanish Revival style include a low-pitched red tile roof with little or no eave overhang, the use of arches on principal fenestration, ornate low-relief carvings highlighting arches, stucco walls, and an asymmetrical facade.<sup>4</sup>

A regional variant of the style can be found throughout San Francisco's East Bay residential neighborhoods, including North Berkeley. These single- and multiple-family residences often reflect a refined compilation of Spanish Colonial and Mediterranean Revival style elements, and frequently include

- Roof, parapet, or front porch covered with red tile;
- Arched openings, either pointed, rounded, flattened, or a circle with a peak;
- Wood or wrought iron balcony railing and window grills;
- Weep holes arranged in an inverted curve;
- Stucco cladding; and
- A stucco wing wall with an arched opening leading to a backyard.<sup>5</sup>

#### Subject Property

##### *Property and Building History*

The subject property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. In 1929, the Hughes & Beach construction firm applied to construct a single-family residence on the subject property. The parcel is recorded as vacant in a 1929 Sanborn Fire Insurance Company map<sup>6</sup> and assessor records indicate that construction of the building was completed in 1930.<sup>7</sup> The residence appears in a 1939 aerial photograph with a footprint and massing consistent with its present conditions (**Figure 1**).<sup>8</sup> The 1950 Sanborn Fire Insurance Company map depicts the subject property at 1481 Virginia Street as being developed with a one-story, residential building (**Figure 2**).<sup>9</sup>

According to building permit records and other property records on file with the Berkeley Architectural Heritage Association, recorded in newspapers and historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time, and they are listed in **Table 1** below. Included are the replacement of the roof ca. 2008<sup>10</sup> and the replacement of original windows at an unknown date(s).

**Table 1: Property and Building History**

<sup>2</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 520-534.

<sup>3</sup> David Gebhard, "The Myth and Power of Place," in Canizaro, Vincent, ed., *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition*, (Princeton, NJ: Princeton Architectural Press, 2007).

<sup>4</sup> McAlester, 520-534.

<sup>5</sup> City of Oakland Planning Department, *Rehab Right: How to Rehabilitate Your Oakland House Without Sacrificing Architectural Assets*, June 1978, 30.

<sup>6</sup> Sanborn Fire Insurance Company, Insurance Maps of Berkeley, Alameda County, California, Volume 1, 1929, Sheet 8.

<sup>7</sup> Parcelquest, Alameda County assessor records for 1481 Virginia Street, accessed February 18, 2025.

<sup>8</sup> UC Santa Barbara Library, Framefinder aerial imagery, Flight C\_5750, Frame 289-98, Scale 1:20,000, January 1, 1939.

<sup>9</sup> Sanborn Fire Insurance Company, Insurance Maps of Berkeley, Alameda County, California, Volume 1, 1950, Sheet 8.

<sup>10</sup> Google maps, google street view of 1481 Virginia Street, April 2008.

\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

Continuation

Update

Date	Construction/Alteration	Source(s)
1929	Application to construct a single-family residence	Building permit 3281 (1929). On file at Berkeley Architectural Heritage Association.
Ca. 2008	Roof replaced	Google street view, 1481 Virginia Street, April 2008.
Unknown date(s)	Original windows replaced with vinyl-sash windows.	ESA (2025).

*Ownership and Occupancy History*

A list of known owners and occupants is presented in **Table 2** below. The original building permit record for the building at 1481 Virginia Street lists construction firm Hughes & Beach as the original owner of the subject building. However, additional preliminary research did not confirm the original occupants or subsequent owners of the residence. The first known property owners were German-born Berkeley resident Julius J. Koenig and his wife, Linda J. Koenig.<sup>11</sup> A preliminary review of newspaper articles and property ownership records indicates that the building has been continuously owned and occupied by a series of individuals and single families since at least the 1940s.

**Table 2: Ownership and Occupancy History**

Date	Owner / Occupant / Use	Source(s)
1929	Hughes & Beach (owner)	Building permit 3281 (1929). On file at Berkeley Architectural Heritage Association.
1947	Julius J. and Linda J. Koenig (owners)	<i>The Berkeley Gazette</i> (December 23, 1947), 7; Property ownership card, on file at Berkeley Architectural Heritage Association.
Ca. 1948 – 1953	Edward F. and Pearl E. Schneider (inferred owners)	<i>The Berkeley Gazette</i> (September 1, 1953), 16; Property ownership card, on file at Berkeley Architectural Heritage Association.
1963 – 1971	Warren and Ruth M. Quan (owners)	<i>The Berkeley Gazette</i> (December 9, 1963), 19.
1971 – 1975	Ralph and Charles Cook (owners)	Property ownership card, on file at Berkeley Architectural Heritage Association.
1972	Arthur Jefferson (tenant)	<i>The Berkeley Gazette</i> (May 15, 1972), 3.
1975	Alice C. Lai (owner)	Property ownership card, on file at Berkeley Architectural Heritage Association.
1976 – Unknown	Alice C., Ronald, and Kenton Lai (owners)	Property ownership card, on file at Berkeley Architectural Heritage Association.
1978	Dong Huu Cao	Alameda County Clerk-Recorder, Document 78006871 (January 13, 1978)
Ca. 1978 – 2025	Theanh T. Cao	Alameda County Clerk-Recorder, Document 78006871 (January 13, 1978)

<sup>11</sup> "Former Local Resident Dies," *The Times*, December 23, 1947, 9.

\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

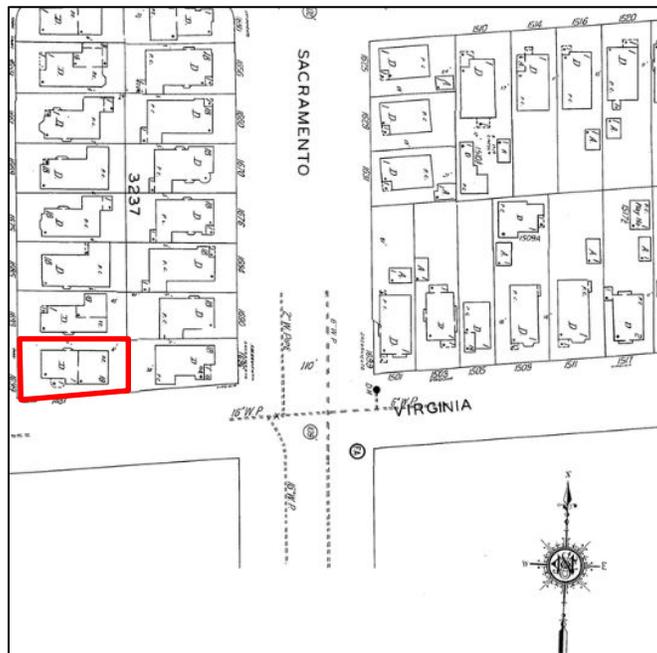
Continuation

Update



Source: Flight C\_5750, Frame 289-98 (January 1, 1939)

Figure 1. A residence is present in a 1939 aerial photograph. Subject property outlined in red. North is up.



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, Alameda County, California, Volume 1, 1950, sheet 8.

Figure 2. The residence at 1481 Virginia Street appears in a 1950 Sanborn Fire Insurance map with a footprint reflecting present conditions. 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

\*Recorded by: Amy Langford (ESA)

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- 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>12</sup> They are location, design, setting, materials, workmanship, feeling, and association.

#### Significance Evaluation

The subject property 1481 Virginia Street (APN 58-2145-36) is evaluated below for potential historic significance according to National Register Criteria A through D.

##### *Criterion A – Events*

Preliminary research did not identify any significant associations between the residential building at 1481 Virginia Street and important events in the past. The subject building was constructed ca. 1930, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1481 Virginia Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1481 Virginia Street is recommended ineligible under Criterion A.

##### *Criterion B – People*

Preliminary research did not identify any significant associations between 1481 Virginia Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the subject building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the subject property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1481 Virginia Street is recommended ineligible under Criterion B.

##### *Criterion C – Design*

The building at 1481 Virginia Street was constructed as a single-family residence ca. 1930. It was designed in the Spanish Colonial Revival Style and possesses several character-defining features of the style, such as a low-pitched red tile roof, arched fenestration, stucco/plaster walls, and an asymmetrical façade. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. The building was constructed by the construction firm Hughes & Beach which preliminary research suggests did not make significant contributions to the residential or commercial development of Berkeley. As such, the building does not appear to have been the work of a master architect or construction firm of merit. For these reasons, 1481 Virginia Street is recommended ineligible under Criterion C.

##### *Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1481 Virginia Street is representative of residential property types constructed in North Berkeley during the early twentieth century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There is no evidence to suggest that 1481 Virginia Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

##### *Integrity Analysis*

In addition to being eligible for listing under at least one of the 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:

<sup>12</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources* (Sacramento: Office of Historic Preservation, 1995). Accessed February 19, 2025, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

Continuation

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location, design, setting, materials, workmanship, feeling, and association. As discussed above, the building at 1481 Virginia Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

### Summary

Based on a site survey, archival research, and the analysis presented above, the building at 1481 Virginia Street is recommended ineligible for listing under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1481 Virginia Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act

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

Alameda County Clerk-Recorder. Document 78006871. January 13, 1978.

Building Permit 3281. 1929. On file at Berkeley Architectural Heritage Association. Berkeley, California.

California Office of Historic Preservation. Instructions for Recording Historical Resources. Sacramento: Office of Historic Preservation, 1995. Accessed February 19, 2025. <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

City of Oakland Planning Department. *Rehab Right: How to Rehabilitate Your Oakland House Without Sacrificing Architectural Assets*. June 1978.

"Deaths." *The Berkeley Gazette*. December 9, 1963. 19.

"Edward F. Schneider." *The Berkeley Gazette*. September 1, 1953. 16.

"Former Local Resident Dies." *The Times*. December 23, 1947. 9.

Gebhard, David. "The Myth and Power of Place." In Canizaro, Vincent, ed. *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition*. Princeton, NJ: Princeton Architectural Press, 2007.

Google maps. Google street view of 1481 Virginia Street. April 2008. Accessed February 18, 2025.

"Man is Found Dead by Police." *The Berkeley Gazette*. December 23, 1947. 7.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

Parcelquest. Alameda County assessor records for 1481 Virginia Street. Accessed February 18, 2025.

Property ownership card for 1481 Virginia Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Rincon Consultants. "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599). August 12, 2021.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, Alameda County, California. Volume 1, 1929. Sheet 8.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, Alameda County, California. Volume 1, 1950. Sheet 8.

UC Santa Barbara Library. Framefinder aerial imagery. Flight C\_5750. Frame 289-98. Scale 1:20,000. January 1, 1939.

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 10

\*Resource Name or #: 1696 Sacramento Street

P1. Other Identifier:

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West      Date 2021      T 1S; R 4W; ¼ of ¼ of Sec ; Mount Diablo B.M.

c. Address 1696 Sacramento Street      City Berkeley      Zip 94702

d. UTM: Zone 10 S, 563071.25 mE/ 4192182.65 mN; NAD 83

e. Other Locational Data: APN 58-2145-35

\*P3a. Description: The property at 1696 Sacramento Street is occupied by a split-level, single-family residence that features an irregular footprint. It is of wood-frame construction, clad with stucco, supported by a cement foundation, and is composed of two main volumes. The eastern volume is a residence capped by an intersecting gable roof with exposed eaves and covered with red tiles. The western volume features a secondary one-story-over-garage building capped by a flat roof.

The primary (east) façade faces Sacramento Street and features a recessed wood panel door covered with a metal screen and is accessed by a brick entry porch with brick steps. A low brick veneer watertable extends along the southern portion of the east façade. Two sliding, vinyl-sash windows flank the recessed entrance. To the north of the entrance, a fixed, arched window is located beneath the east-facing gable. The north façade appears to feature a one-over-one, single-hung window, two sliding, sash windows, and an exposed brick chimney. The south façade features two sliding, vinyl-sash windows and a secondary entrance with a partially glazed, wood door recessed beneath a metal pent roof overhang and partially enclosed by a stucco and wood lattice privacy wall. 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 (east) façade, view facing northwest. ESA, 2025.

\*P6. Date Constructed/Age and Source:

Historic  Prehistoric

Both

After 1939. Source: Framefinder aerial imagery, C\_5750 (January 1, 1939).

\*P7. Owner and Address:

Junko K. and Robert D. Kenmotsu  
1696 Sacramento Street  
Berkeley, CA 94702-1234

P8. Recorded by:

Alison Garcia Kellar (ESA)  
180 Grand Avenue, Suite 1050  
Oakland, CA 94612

\*P9. Date Recorded: February 12, 2025

\*P10. Survey Type: Intensive

\*P11. Report Citation: ESA. North Berkeley BART Permanent supportive Housing Project, Berkeley, Alameda County, California Cultural Resources Survey Report. Prepared for North Berkeley PSH Partners. March 2025.

\*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1696 Sacramento Street  
Page 2 of 10

\*NRHP Status Code 6Z

- B1. Historic Name: 1696 Sacramento Street  
B2. Common Name: 1696 Sacramento Street  
B3. Original Use: Single-family residence  
B4. Present Use: Single-family residence  
\*B5. Architectural Style: Spanish Colonial Revival  
\*B6. Construction History: (Construction date, alterations, and date of alterations)

The extant residence was constructed at some point after 1939. For additional information about known alterations, please see **Table 1**.

- \*B7. Moved?  No  Yes  Unknown Date: n/a Original Location: n/a  
\*B8. Related Features: None

- B9a. Architect: Unknown b. Builder: M. Jordan  
\*B10. Significance: Theme Residential Development in North Berkeley Area North Berkeley  
Period of Significance N/A Property Type Residential Applicable Criteria N/A

The building at 1696 Sacramento Street is recommended ineligible for listing in the National Register of Historic Places (National Register) under any criteria.

## North Berkeley Area

The subject property is located across North Berkeley BART Station on Sacramento Street. The area around the station is predominately residential with moderate commercial development concentrated along University Avenue. The following development history of North Berkeley is an excerpt from the "*Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project*" prepared by Rincon Consultants in August 2021.

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

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: February 2025



\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

Continuation

Update

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

The western volume features a secondary living space located above a garage. The south façade features a vertical wood board garage door and a sliding, vinyl-sash window at the second-floor level. The eastern façade features two sliding, vinyl-sash windows at the first- and second-floor level, respectively. From the public right-of-way additional sliding, vinyl-sash windows are visible on the western volume's west and north facades at the second-floor level.



Figure 1. South façade, view facing northwest. ESA, 2025.

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

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station. [The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed a resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the Composite Report, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the "the last Republican mayor of Berkeley," Johnson graduated from the California Institute of Technology with a

\*Recorded by: Amy Langford (ESA)

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background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were “aesthetically unattractive” and threatened to “divide the city psychologically along racial lines,” in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley’s White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City’s independent study estimated the difference in cost between BART’s proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading ‘BURY THE BART TRACKS’ in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates, with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley’s request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley’s bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station’s design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley’s Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station’s above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station’s current appearance nor any information covered by research conducted for [Rincon’s 2021 historic resources] evaluation suggests the designs for any

\*Recorded by: Amy Langford (ESA)

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aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was complete by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension. [...] The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>1</sup>

#### *Spanish Colonial Revival Style (ca. 1915–1940)*

The subject property is a modest and altered example of the Spanish Colonial Revival style. The beginnings of Spanish Revival style architecture date to 1915, when it was introduced at the Panama-California Exposition in San Diego. The period revival styles grew in popularity following World War I and were patterned after buildings of earlier historic periods. The most common style in the Southwest was the Spanish Revival. Inspired by the Panama-California Exposition, many architects found California the ideal setting for this architectural style. Numerous publications argued in favor of this period revival style for the “Mediterranean environment” of California, including W. Sexton’s *Spanish Influence on American Architecture and Decoration* (1926) and Rexford Newcomb’s *The Spanish House for America Its Design, Furnishing, and Garden* (1927).<sup>2</sup>

Architect Bertram Grosvenor Goodhue’s comprehensive set of Spanish Revival structures for the Panama-California Exposition catalyzed a region-wide building trend that incorporated Spanish and Moorish influences and even supplanted the previously popular Mission Revival style. The many Spanish Revival and Mediterranean Revival commercial, civic and residential structures that were built became a key component in the forging of regional identity and quest for legitimacy, since the style helped perpetuate powerful romantic myths about California’s origins tied to New Spain. Decorative elements that were appropriated from indigenous American cultures (Native American, Mayan, Aztec) were sometimes incorporated into these eclectic designs to infuse exoticism, along with a certain brand of perceived cultural authenticity.<sup>3</sup>

The Spanish Revival style and its variants were widely used throughout California for both commercial and residential properties. The typical identifying features of the Spanish Revival style include a low-pitched red tile roof with little or no eave overhang, the use of arches on principal fenestration, ornate low-relief carvings highlighting arches, stucco walls, and an asymmetrical facade.<sup>4</sup>

A regional variant of the style can be found throughout San Francisco’s East Bay residential neighborhoods, including North Berkeley. These single- and multiple-family residences often reflect a refined compilation of Spanish Colonial and Mediterranean Revival style elements, and frequently include

- Roof, parapet, or front porch covered with red tile;
- Arched openings, either pointed, rounded, flattened, or a circle with a peak;
- Wood or wrought iron balcony railing and window grills;
- Weep holes arranged in an inverted curve;
- Stucco cladding; and
- A stucco wing wall with an arched opening leading to a backyard.<sup>5</sup>

#### Subject Property

##### *Property and Building History*

The subject property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. In 1929, the property appears in a Sanborn Fire Insurance Company map as being improved with a small office building (**Figure 2**).<sup>6</sup> In 1937, property owner Clarence J. Kenney submitted a building permit to construct a residence on the subject property.<sup>7</sup> However, an aerial photograph taken in January

<sup>1</sup> Rincon Consultants, “Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California” (Project No. 21-11599), August 12, 2021, 15–17.

<sup>2</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 520-534.

<sup>3</sup> David Gebhard, “The Myth and Power of Place,” in Canizaro, Vincent, ed., *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition* (Princeton, NJ: Princeton Architectural Press, 2007).

<sup>4</sup> McAlester, 520-534.

<sup>5</sup> City of Oakland Planning Department, *Rehab Right: How to Rehabilitate Your Oakland House Without Sacrificing Architectural Assets*, June 1978, 30.

<sup>6</sup> Sanborn Fire Insurance Company, *Insurance Maps of Berkeley, Alameda County, California, Volume 1, 1929, Sheet 8*.

<sup>7</sup> Building permit 43967, December 21, 1937, on file at Berkeley Architectural Heritage Association.

\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

Continuation

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1939 indicates that the office building remained on the subject property and a residence had yet to be constructed (**Figure 3**).<sup>8</sup> As such, it is likely that the extant residence was constructed around 1939 or shortly thereafter. The extant residence was first recorded in a 1950 Sanborn Fire Insurance Company map with an overall footprint matching present conditions (**Figure 4**).<sup>9</sup> The residence at 1696 Sacramento Street later appears in a 1965 aerial photograph with a footprint and massing consistent with present conditions (**Figure 5**).<sup>10</sup>

According to building permit records and other property records on file with the Berkeley Architectural Heritage Association, newspaper articles, historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time, and they are listed in **Table 1** below. Included are minor exterior siding repairs and repainting in 2024 and the replacement of original windows at an unknown date(s).

**Table 1: Property and Building History**

Date	Construction/Alteration	Source(s)
1929	An ancillary building/office is present on the subject property.	Sanborn Fire Insurance Co. (1929)
1937	Application to construct a single-family residence.	Building permit 43967 (December 21, 1937). On file at Berkeley Architectural Heritage Association.
1939	An aerial photograph depicts a small office building on the east end of the subject property. The office was likely demolished and replaced with the extant residences around 1939 or shortly thereafter.	C_5750 (January 1, 1939)
Unknown date(s)	Multiple original windows replaced with vinyl-sash windows.	ESA (2025).
2024	Exterior repainted and minor exterior siding repairs.	Google maps, street view of 1696 Sacramento Street, July 2024.

*Ownership and Occupancy History*

A list of known owners and occupants is presented in **Table 2** below. The original building permit record for the building at 1696 Sacramento Street lists hardwood floor layer Clarence J. Kenney<sup>11</sup> as the original owner of the subject building.<sup>12</sup> Kenney appears to have owned the residence until his death in 1946, upon which Kenney's widow, Mabel Kenney, owned and occupied the residence until 1955. A preliminary review of newspaper articles and property ownership records indicates that the building has been continuously owned and occupied by a series of individuals and single families since the late 1950s.

**Table 2: Ownership and Occupancy History**

Date	Owner / Occupant / Use	Source(s)
1937–ca. 1946	Clarence J. Kenney (owner)	Building permit 43967 (December 21, 1937). On file at Berkeley Architectural Heritage Association.
1946–1955	Mabel Kenney (owner)	Property ownership card, on file at Berkeley Architectural Heritage Association.
1955	Ren Jan Chan and Rikubo Mursta Chan (owners)	Property ownership card, on file at Berkeley Architectural Heritage Association.

<sup>8</sup> UC Santa Barbara Library, Framefinder aerial imagery, Flight C\_5750, Frame 289-98, Scale 1:20,000, January 1, 1939.

<sup>9</sup> Sanborn Fire Insurance Company, Insurance Maps of Berkeley, Alameda County, California, Volume 1, 1950, Sheet 8.

<sup>10</sup> UC Santa Barbara Library, Framefinder aerial imagery, Flight CAS\_65\_130, Frame 15-141, Scale 1:20,000, May 1, 1965.

<sup>11</sup> Bureau of the Census, *Sixteenth Census of the United States, 1940*, Berkeley, Alameda, California, Enumeration District 1-129, page 62A (Washington, D.C.: National Archives and Records Administration). Available at Ancestry.com, *1940 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012.

<sup>12</sup> Building permit 43967, December 21, 1937, on file at Berkeley Architectural Heritage Association.

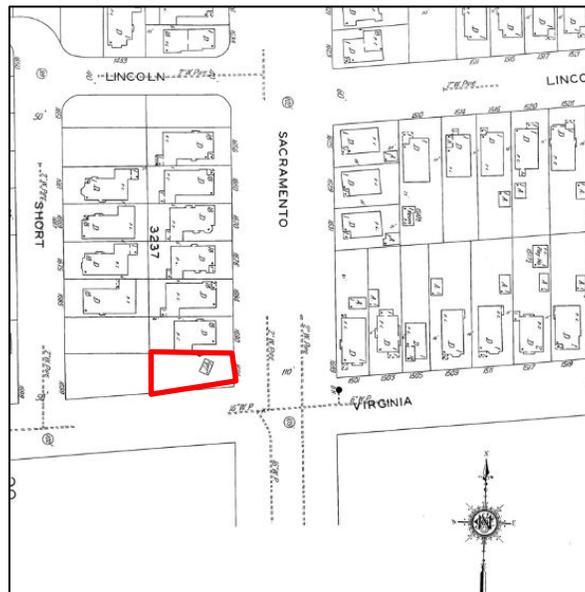
\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

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1956 – ca. 1983	James R. and Gladyce E. White (owners)	Property ownership card, on file at Berkeley Architectural Heritage Association; <i>The Berkeley Gazette</i> (June 28, 1983), 4.
Unknow– 1986	George and Bunchob Nomura (owners)	Alameda County Clerk-Recorder, Document 1986299103 (November 26, 1986).
1986– 2001	Peter J. Husman (owner)	Alameda County Clerk-Recorder, Document 1986299103 (November 26, 1986); 2001005416 (January 1, 2001).
2001– 2025	Robert D. and Junko K. Kenmotsu (owners)	Alameda County Clerk-Recorder, Document 2001005416 (January 1, 2001).



Source: Sanborn Fire Insurance Company, Insurance Maps of San Berkeley, Alameda County, California, Volume 1, 1929, sheet 8.  
**Figure 2.** A small office building is recorded in a 1929 Sanborn Fire Insurance map. Subject property outlined in red.



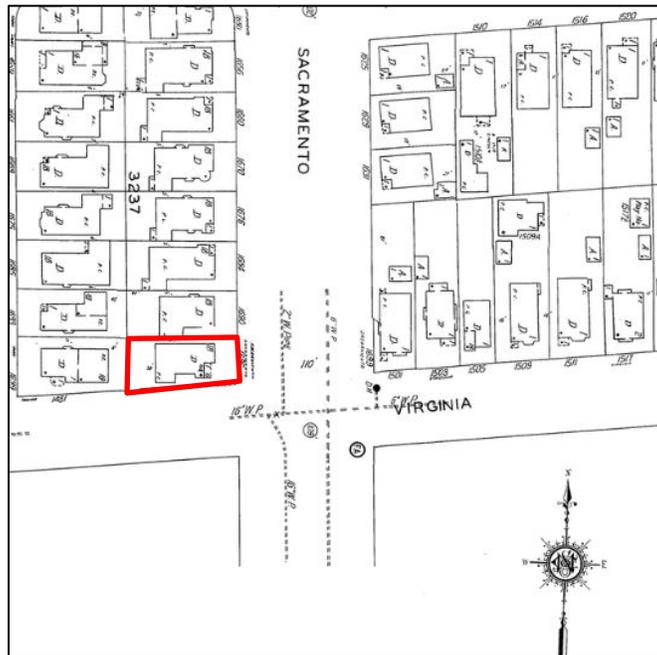
Source: Flight C. 5750, Frame 289-98 (January 1, 1939)  
**Figure 3.** A small ancillary building is present in a 1939 aerial photograph. Subject property outlined in red. North is up.

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\*Date: February 2025

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Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, Alameda County, California, Volume 1, 1950, sheet 8.  
**Figure 4.** The residence at 1696 Sacramento Street appears in a 1950 Sanborn Fire Insurance map with a footprint reflecting present conditions. Subject property outlined in red.



Source: Flight CAS-65-130, Frame 15-141 (May 1, 1965).  
**Figure 5.** The residence at 1696 Sacramento Street appears in a 1965 aerial photograph with a footprint reflecting present conditions. Subject property outlined in red. North is up.

### 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>13</sup> They are location, design, setting, materials, workmanship, feeling, and association.

#### Significance Evaluation

The subject property 1696 Sacramento Street (APN 58-2145-35) is evaluated below for potential historic significance according to National Register Criteria A through D.

##### *Criterion A – Events*

Preliminary research did not identify any significant associations between the residential building at 1696 Sacramento Street and important events in the past. The subject building was constructed ca. 1939, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1696 Sacramento Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1696 Sacramento Street is recommended ineligible significance under Criterion A.

##### *Criterion B – People*

Preliminary research did not identify any significant associations between 1696 Sacramento Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the subject building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the subject property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1696 Sacramento Street is recommended ineligible under Criterion B.

##### *Criterion C – Design*

The building at 1696 Sacramento Street was constructed as a single-family residence ca. 1939. It was designed in the Spanish Colonial Revival Style and possesses several character-defining features of the style, such as a low-pitched red tile roof, arched fenestration, stucco walls, and an asymmetrical façade. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. While original permit records do not list a known architect associated with the subject building, an individual by the name of M. Jordan is listed as the builder of the extant residence. Preliminary research of Jordan does not suggest that Jordan made significant contributions to the residential development of Berkeley or elsewhere and, as such, the building does not appear to have been the work of a master architect or builder of merit. For these reasons, 1696 Sacramento Street is recommended ineligible under Criterion C.

##### *Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1696 Sacramento Street is representative of residential property types constructed in North Berkeley during the early twentieth century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There

<sup>13</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources* (Sacramento: Office of Historic Preservation, 1995). Accessed February 19, 2025, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

\*Recorded by: Amy Langford (ESA)

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is no evidence to suggest that 1696 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

#### *Integrity Analysis*

In addition to being eligible for listing under at least one of the 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 building at 1696 Sacramento Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

#### **Summary**

Based on a site survey, archival research, and the analysis presented above, the building at 1696 Sacramento Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1696 Sacramento Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act.

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

- Alameda County Clerk-Recorder. Document 1986299103. November 26, 1986. Accessed February 19, 2025.
- Alameda County Clerk-Recorder. Document 2001005416. January 1, 2001. Accessed February 19, 2025.
- Building permit 43967. December 21, 1937. On file at Berkeley Architectural Heritage Association. Berkeley, California.
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- California Office of Historic Preservation. Instructions for Recording Historical Resources. Sacramento: Office of Historic Preservation, 1995. Accessed February 19, 2025. <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.
- City of Oakland Planning Department. *Rehab Right: How to Rehabilitate Your Oakland House Without Sacrificing Architectural Assets*. June 1978.
- Gebhard, David. "The Myth and Power of Place." In Canizaro, Vincent. ed. *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition*. Princeton, NJ: Princeton Architectural Press, 2007.
- Google maps. Street view imagery of 1696 Sacramento Street. July 2024. Accessed February 20, 2025.
- McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.
- Parcelquest. Alameda County assessor records for 1696 Sacramento Street. Accessed February 18, 2025.
- Property ownership card for 1696 Sacramento Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.
- Rincon Consultants. "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599). August 12, 2021.
- "Stepdaughter held in slaying of mother, 65." *The Berkeley Gazette*. June 28, 1983. 4.
- Sanborn Fire Insurance Company. Insurance Maps of Berkeley, Alameda County, California. Volume 1, 1929. Sheet 8.
- Sanborn Fire Insurance Company. Insurance Maps of Berkeley, Alameda County, California. Volume 1, 1950. Sheet 8.
- UC Santa Barbara Library. Framefinder aerial imagery. Flight C\_5750. Frame 289-98. Scale 1:20,000. January 1. 1939.
- UC Santa Barbara Library. Framefinder aerial imagery. Flight CAS\_65\_130. Frame 15-141. Scale 1:20,000. May 1. 1965.

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 11

\*Resource Name or #: 1501 Virginia Street

P1. Other Identifier: 1685 Sacramento Street

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West Date 2021 T 1S; R 4W; ¼ of ¼ of Sec ; Mount Diablo B.M.

c. Address 1501 Virginia Street City Berkeley Zip 94703

d. UTM: Zone 10 S, 563124.50 mE/ 4192196.07 mN; NAD 83

e. Other Locational Data: APN 58-2153-017

\*P3a. Description: The property at 1501 Virginia Street is occupied by a ca. 1925 residence (1501 Virginia Street) and a ca. 1960s detached garage and secondary dwelling space (1685 Sacramento Street). The ca. 1925 single-family residence is a split-level building with an irregular footprint. It is of wood-frame construction, clad variously with stucco and horizontal, vinyl lap siding, and capped with a flat roof with a shaped parapet along the south and west façades. The primary (south) façade faces Virginia Street and features a recessed wood-panel door with a metal-and-glass screen beneath a gabled-roof porch covered with red tile. A large, fixed bay window beneath a hipped dormer covered with red tile is located to the right of the entrance. The east façade is primarily clad with vinyl lap siding and features single-hung and fixed, vinyl-sash windows. The west façade features single-hung and fixed, vinyl-sash windows, and a large, fixed bay window beneath a hipped dormer covered with red tile. Continued 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: Primary (south) façade, view facing northwest. ESA, 2025.

\*P6. Date Constructed/Age and Source:

Historic  Prehistoric

Both

Ca. 1925 (residence) and ca. 1960s (addition).  
Source(s): Alameda County Assessor records and historic aerial imagery.

\*P7. Owner and Address:

Laurie Nakaso (Trust)  
1501 Virginia Street  
Berkeley, CA 94703-1231

P8. Recorded by:

Alison Garcia Kellar (ESA)  
180 Grand Avenue, Suite 1050  
Oakland, CA 94612

\*P9. Date Recorded: February 12, 2025

\*P10. Survey Type: Intensive

\*P11. Report Citation: ESA. *North Berkeley BART Permanent supportive Housing Project, Berkeley, Alameda County, California Cultural Resources Survey Report*. Prepared for North Berkeley PSH Partners. March 2025.

\*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1501 Virginia Street

\*NRHP Status Code 6Z

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B1. Historic Name: 1699 Sacramento Street/1501 Virginia Street  
B2. Common Name: 1501 Virginia Street  
B3. Original Use: Single-family residence B4. Present Use: Duplex

\*B5. **Architectural Style:** Spanish Colonia Revival

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

Constructed ca. 1925. For additional information about known alterations, please see **Table 1**.

\*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 Residential Development in North Berkeley Area North Berkeley

Period of Significance N/A

Property Type Residential

Applicable Criteria N/A

The building at 1501 Virginia Street is recommended ineligible for listing in the National Register of Historic Places (National Register) under any criteria.

## North Berkeley Area

The subject property is located across North Berkeley BART Station on the northeast corner Virginia and Sacramento streets intersection. The area around the station is predominately residential with moderate commercial development concentrated along University Avenue. The following development history of North Berkeley is an excerpt from the "*Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project*" prepared by Rincon Consultants in August 2021.

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

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:** February 2025



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\*Date: February 2025

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

The residence's north façade features a wood panel, secondary entrance. A wood stairway leads to an enclosed breezeway that connects the residence at 1501 Virginia Street with a secondary dwelling addressed 1685 Sacramento Street. The breezeway is clad with board-and-batten siding and features metal-sash windows and a wood panel door covered with a metal screen.

The one-story-over-garage building at 1685 Sacramento Street is clad with drop channel wood siding and capped with a flat roof with a shallow overhang and exposed eaves. The west façade features a vinyl, two-car garage door and a casement, vinyl-sash window at the second-floor level. The north façade features two single-hung, vinyl-sash windows at the second-floor level.



Figure 1. Oblique view of south and west façades. ESA, 2025.

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

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station. [The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the

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intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the Composite Report, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the “the last Republican mayor of Berkeley,” Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were “aesthetically unattractive” and threatened to “divide the city psychologically along racial lines,” in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley’s White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City’s independent study estimated the difference in cost between BART’s proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading ‘BURY THE BART TRACKS’ in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates, with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley’s request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley’s bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station’s design was not subject to the same

\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

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degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley's Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station's above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station's current appearance nor any information covered by research conducted for [Rincon's 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was complete by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension. [...] The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>1</sup>

#### *Spanish Colonial Revival Style (ca. 1915–1940)*

The subject property is a modest and altered example of the Spanish Colonial Revival style. The beginnings of Spanish Revival style architecture date to 1915, when it was introduced at the Panama-California Exposition in San Diego. The period revival styles grew in popularity following World War I and were patterned after buildings of earlier historic periods. The most common style in the Southwest was the Spanish Revival. Inspired by the Panama-California Exposition, many architects found California the ideal setting for this architectural style. Numerous publications argued in favor of this period revival style for the "Mediterranean environment" of California, including W. Sexton's *Spanish Influence on American Architecture and Decoration* (1926) and Rexford Newcomb's *The Spanish House for America Its Design, Furnishing, and Garden* (1927).<sup>2</sup>

Architect Bertram Grosvenor Goodhue's comprehensive set of Spanish Revival structures for the Panama-California Exposition catalyzed a region-wide building trend that incorporated Spanish and Moorish influences and even supplanted the previously popular Mission Revival style. The many Spanish Revival and Mediterranean Revival commercial, civic and residential structures that were built became a key component in the forging of regional identity and quest for legitimacy, since the style helped perpetuate powerful romantic myths about California's origins tied to New Spain. Decorative elements that were appropriated from indigenous American cultures (Native American, Mayan, Aztec) were sometimes incorporated into these eclectic designs to infuse exoticism, along with a certain brand of perceived cultural authenticity.<sup>3</sup>

The Spanish Revival style and its variants were widely used throughout California for both commercial and residential properties. The typical identifying features of the Spanish Revival style include a low-pitched red tile roof with little or no eave overhang, the use of arches on principal fenestration, ornate low-relief carvings highlighting arches, stucco walls, and an asymmetrical facade.<sup>4</sup>

A regional variant of the style can be found throughout San Francisco's East Bay residential neighborhoods, including North Berkeley. These single- and multiple-family residences often reflect a refined compilation of Spanish Colonial and Mediterranean Revival style elements, and frequently include

- Roof, parapet, or front porch covered with red tile;
- Arched openings, either pointed, rounded, flattened, or a circle with a peak;
- Wood or wrought iron balcony railing and window grills;
- Weep holes arranged in an inverted curve;
- Stucco cladding; and
- A stucco wing wall with an arched opening leading to a backyard.<sup>5</sup>

<sup>1</sup> Rincon Consultants, "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599), August 12, 2021, 15–17.

<sup>2</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 520-534.

<sup>3</sup> David Gebhard, "The Myth and Power of Place," in Canizaro, Vincent, ed., *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition*, (Princeton, NJ: Princeton Architectural Press, 2007).

<sup>4</sup> McAlester, 520-534.

<sup>5</sup> City of Oakland Planning Department, *Rehab Right: How to Rehabilitate Your Oakland House Without Sacrificing Architectural Assets*, June 1978, 30.

\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

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Update

Subject Property

*Property and Building History*

The subject property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. The earliest available property permit records indicate that the extant residence at 1501 Virginia Street had been constructed on the northeast corner of Virginia and Sacramento Streets by 1925. That same year, owner A.H. Farnell constructed a detached garage (not extant) on the north end of the subject property (**Figure 2**).<sup>6</sup> Both the residence and detached garage were recorded in a 1929 Sanborn Fire Insurance Company Map (**Figure 3**). A review of subsequent aerial imagery and Sanborn maps indicates that the subject property remained largely unchanged until at least 1950 (**Figures 4 and 5**). In 1951, a garage and “hobby room” (likely 1685 Sacramento Street) was constructed on the north end of the parcel.<sup>7</sup> In 1955, the residence and garage/hobby room were converted into a duplex.<sup>8</sup>

According to building permit records and other property records on file with the Berkeley Architectural Heritage Association, recorded in newspapers and historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time, and they are listed in **Table 1** below.

**Table 1: Property and Building History**

Date	Construction/Alteration	Source(s)
1925	Application to construct a garage on subject property, located to the north of an extant single-family residence.	Building permit 12670 (1925). On file at Berkeley Architectural Heritage Association.
1945	Roof replaced.	Building permit 57945 (October 2, 1945). On file at Berkeley Architectural Heritage Association.
1951	Garage / “Hobby Room” constructed on subject property.	<i>The Berkeley Gazette</i> (February 19, 1951), 11; Property owner card, on file at Berkeley Architectural Heritage Association.
1955	Use permit submitted to convert existing dwelling into a duplex.	<i>The Berkeley Gazette</i> (May 14, 1955), 3.
Unknown date(s)	Original windows replaced with vinyl-sash windows.	ESA (2025).

*Ownership and Occupancy History*

A list of known owners and occupants is presented in **Table 2** below. Early permit records related to the subject property list A.H. Farnell as the original owner of the residence at 1501 Virginia Street. It is unclear how long Farnell owned or resided at the subject property. A preliminary review of newspaper articles and property ownership records indicates that the building has been continuously owned and occupied by a series of individuals and single families since the 1940s.

**Table 2: Ownership and Occupancy History**

Date	Owner / Occupant / Use	Source(s)
1925	A.H. Farnell (owner)	Building permit 12670 (1925). On file at Berkeley Architectural Heritage Association.
1945 – ca. 1955	Howard T. Pors (owner)	Building permit 57945 (October 2, 1945). On file at Berkeley Architectural Heritage Association; <i>The Berkeley Gazette</i> (May 14, 1955), 3.
1955–ca. 1963	Leo and Margaret Wong (owners)	<i>The Berkeley Gazette</i> (August 6, 1963), 12; Property owner card, on file at Berkeley Architectural Heritage Association.

<sup>6</sup> Building permit 12670, 1925, on file at Berkeley Architectural Heritage Association.

<sup>7</sup> “Week’s Permits Total \$249,448,” *The Berkeley Gazette*, February 19, 1951, 11.

<sup>8</sup> “6 Use Permits Before Board,” *The Berkeley Gazette*, May 14, 1955, 3.

\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

Continuation

Update

Unknown – 2003	Samuel Wong (owner)	Alameda County Clerk-Recorder, Document 2003480638 (August 15, 2003).
2003– 2006	Laurie Nakaso (owner)	Alameda County Clerk-Recorder, Document 2003480638 (August 15, 2003).
2006– 2025	Laurie Nakaso Trust (owner)	Alameda County Clerk-Recorder, Document 2006455884 (December 14, 2006).

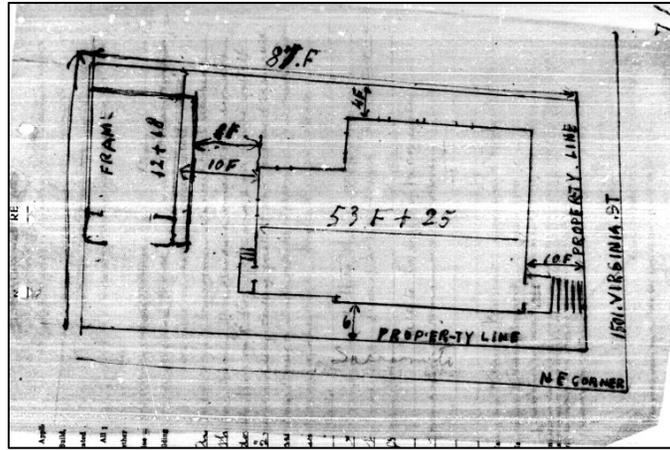
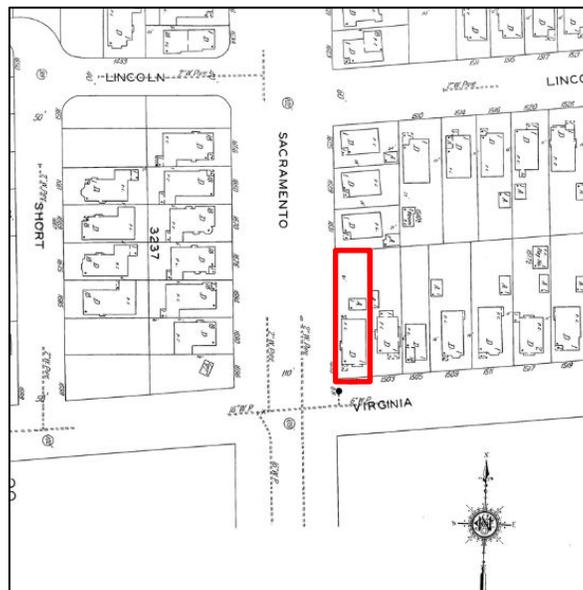


Figure 2. Sketch map of residence and detached garage (not extant), dated 1925. On file at Berkeley Architectural Heritage Association.



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, Alameda County, California, Volume 1, 1929, sheet 8.  
 Figure 3. A residence and ancillary building are recorded in a 1929 Sanborn Fire Insurance map. Subject property outlined in red.

\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

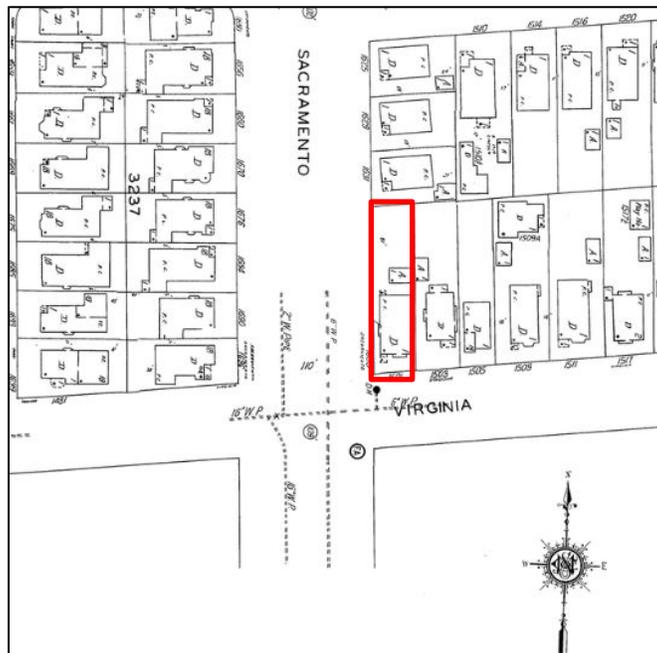
Continuation

Update



Source: Flight C\_5750, Frame 289-98 (January 1, 1939)

**Figure 3.** A residence is present in a 1939 aerial photograph. Subject property outlined in red. North is up.



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, Alameda County, California, Volume 1, 1950, sheet 8.

**Figure 4.** The residence at 1501 Virginia Street appears in a 1950 Sanborn Fire Insurance map. Subject property outlined in red.

\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

Continuation

Update



Source: Flight CAS-65-130, Frame 15-141 (May 1, 1965).

**Figure 5.** The residence at 1501 Virginia Street appears in a 1965 aerial photograph with a footprint reflecting present conditions. Subject property outlined in red. North is up.

## 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>9</sup> They are location, design, setting, materials, workmanship, feeling, and association.

## Significance Evaluation

The subject property 1501 Virginia Street (APN 58-2153-017) is evaluated below for potential historic significance according to National Register Criteria A through D.

### *Criterion A – Events*

Preliminary research did not identify any significant associations between the residential building at 1501 Virginia Street and important events in the past. The subject building was constructed by 1925, decades after the earliest residential buildings

<sup>9</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Sacramento: Office of Historic Preservation, 1995). Accessed February 19, 2025, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

\*Recorded by: Amy Langford (ESA)

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were constructed in North Berkeley. Review of archival data does not indicate that 1501 Virginia Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1501 Virginia Street is recommended ineligible under Criterion A.

*Criterion B – People*

Preliminary research did not identify any significant associations between 1501 Virginia Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the subject building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the subject property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1501 Virginia Street is recommended ineligible under Criterion B.

*Criterion C – Design*

The building at 1501 Virginia Street was constructed as a single-family residence around 1925. It was designed in the Spanish Colonial Revival Style and possesses several character-defining features of the style, such as red tile accents, an arched entryway, stucco walls, and an asymmetrical façade. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Preliminary research did not identify an architect or builder associated with the extant building and, as such, does not appear to have been the work of a master architect or builder of merit. For these reasons, 1501 Virginia Street is recommended ineligible under Criterion C.

*Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1501 Virginia Street is representative of residential property types constructed in North Berkeley during the early twentieth century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There is no evidence to suggest that 1501 Virginia Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

*Integrity Analysis*

In addition to being eligible for listing under at least one of the 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 building at 1501 Virginia Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

**Summary**

Based on a site survey, archival research, and the analysis presented above, the building at 1501 Virginia Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1501 Virginia Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act.

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

"6 Use Permits Before Board." *The Berkeley Gazette*. May 14, 1955. 3.

Alameda County Clerk-Recorder. Document 2003480638. August 15, 2003. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Alameda County Clerk-Recorder. Document 2006455884. December 14, 2006. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit 12670. 1925. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit 57945. October 2, 1945. On file at Berkeley Architectural Heritage Association. Berkeley, California.

California Office of Historic Preservation. Instructions for Recording Historical Resources. Sacramento: Office of Historic Preservation, 1995. Accessed February 19, 2025. <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

\*Recorded by: Amy Langford (ESA)

\*Date: February 2025

Continuation

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City of Oakland Planning Department. *Rehab Right: How to Rehabilitate Your Oakland House Without Sacrificing Architectural Assets*. June 1978.

Gebhard, David. "The Myth and Power of Place." In Canizaro, Vincent. ed. *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition*. Princeton, NJ: Princeton Architectural Press, 2007.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

"Notice of Intended Sale." *The Berkeley Gazette*. August 6, 1963. 12.

Parcelquest. Alameda County assessor records for 1501 Virginia Street. Accessed February 18, 2025.

Property ownership card for 1501 Virginia Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Rincon Consultants. "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599). August 12, 2021.

Sanborn Fire Insurance Company. *Insurance Maps of Berkeley, Alameda County, California*. Volume 1, 1929. Sheet 8.

Sanborn Fire Insurance Company. *Insurance Maps of Berkeley, Alameda County, California*. Volume 1, 1950. Sheet 8.

UC Santa Barbara Library. *Framefinder aerial imagery*. Flight C\_5750. Frame 289-98. Scale 1:20,000. January 1, 1939.

UC Santa Barbara Library. *Framefinder aerial imagery*. Flight CAS\_65\_130. Frame 15-141. Scale 1:20,000. May 1, 1965.

"Week's Permits Total \$249,448." *The Berkeley Gazette*. February 19, 1951. 11.

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 10                      \*Resource Name or #: 1701–1703 Sacramento Street

**P1. Other Identifier:** 1701 Sacramento Street, 1703 Sacramento Street

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

- \*a. County Alameda
- \*b. USGS 7.5' Quad Oakland West                      Date 2021    T ; R ; ¼ of ¼ of Sec ; B.M.
- c. Address 1701–1703 Sacramento Street                      City Berkeley                      Zip 94702
- d. UTM: Zone 10S , 563129.21 mE/ 4192159.04 mN; NAD 83
- e. Other Locational Data: APN 058-2151-001

**\*P3a. Description:** The subject property is a 0.091-acre parcel occupied by a one- and two-story, split-level duplex. The building is of wood-frame construction, features an irregular footprint, and is capped by a series of hipped and gabled roofs covered with asphalt shingles. The building is variously clad in stucco, channel-drop wood siding, and board-and-batten wood siding. All original wood-sash windows have been replaced with sliding, aluminum-sash windows. The north unit (1701 Sacramento Street) retains its original massing. The south unit (1703 Sacramento Street) has been significantly enlarged with a one- and two-story addition.

The primary (west) façade faces Sacramento Street. At the center is a two-story mass with two one-car garage doors at the first floor and two sliding windows on the second floor. To the north is a one-story mass that contains the recessed entry to 1701 Sacramento Street, which is set back behind a small, fenced yard and partially obscured by mature vegetation. The entry is accessed by a path accessible from Virginia Street and a set of steps. To the south of the garages is a one- and two-story mass that contains the recessed entry to 1703 Sacramento Street, which is set back behind a small, fenced yard. The entry is accessed by a path accessible from Sacramento Street and a set of steps.

**\*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 the primary (west) façade, facing northeast. 1701 Sacramento Street is visible on the left, and 1703 Sacramento Street is visible on the right.

**\*P6. Date Constructed/Age and Source:**  
 Historic  Prehistoric  Both  
 1940 (original building permit)

**\*P7. Owner and Address:**  
 Joseph A. Feldman and Adrienne D. Era  
 1703 Sacramento Street  
 Berkeley, CA 94702-1501

**P8. Recorded by:**  
 Alison Garcia Kellar (ESA)  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

**\*P9. Date Recorded:** February 12, 2025

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

**\*P11. Report Citation:** ESA. *North Berkeley BART Permanent Supportive Housing Project Cultural Resources Survey Report*. Prepared for North Berkeley PSH Partners. March 2025.

- \*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1701–1703 Sacramento Street  
Page 2 of 10

\*NRHP Status Code 6Z

- B1. Historic Name: 1701–1703 Sacramento Street  
B2. Common Name: 1701–1703 Sacramento Street  
B3. Original Use: Duplex  
B4. Present Use: Duplex

\*B5. Architectural Style: Split level

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

The subject property was constructed in 1940. For additional information on known alterations, see Table 1 on page 6.

\*B7. Moved?  No  Yes  Unknown Date: n/a Original Location: n/a

\*B8. Related Features: None

B9a. Architect: None listed on original building permit b. Builder: George O. Bendon

\*B10. Significance: Theme Mid–20<sup>th</sup>-century residential development Area North Berkeley  
Period of Significance N/A Property Type N/A Applicable Criteria N/A

The residential building at 1701–1703 Sacramento Street is recommended to be ineligible for listing in the National Register of Historic Places (National Register) under any criteria.

## North Berkeley Area

The subject property is located across Sacramento Street from the North Berkeley Bay Area Rapid Transit (BART) Station. The area around the station is predominately residential with moderate commercial development concentrated along University Avenue. The following development history of North Berkeley is an excerpt from the “Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project” prepared by Rincon Consultants in August 2021.

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site. [By 1893, the entire block occupied by the North Berkeley BART Station was known as the Vista del Mar Tract.<sup>1</sup> In the following years, the tract was marketed as “Berkeley’s Bungalow Park.”<sup>2</sup>]

Continued on page 3.

B11. Additional Resource Attributes: None

\*B12. References: See page 9.

B13. Remarks: None

\*B14. Evaluator: Johanna Kahn (ESA)

\*Date of Evaluation: February 2025



<sup>1</sup> Advertisement for Vista del Mar Tract, *Oakland Enquirer*, May 20, 1893, 3.

<sup>2</sup> Advertisement for Vista del Mar Tract, *Oakland Enquirer*, March 13, 1913, 3.

\*Recorded by: Johanna Kahn (ESA)

\*Date: February 2025

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

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station.

[The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the *Composite Report*, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the "the last Republican mayor of Berkeley," Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were "aesthetically unattractive" and threatened to "divide the city psychologically along racial lines," in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley's White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City's independent study estimated the difference in cost between BART's proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading 'BURY THE BART TRACKS' in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates, with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley's request for a subway line, unless

\*Recorded by: Johanna Kahn (ESA)

\*Date: February 2025

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Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley's bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station's design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley's Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station's above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station's current appearance nor any information covered by research conducted for [Rincon's 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was completed by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension. [...] The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>3</sup>

#### Architectural Style: Split-Level

The subject building is an early example of the Split-Level Style, which was popular in the United States ca. 1955–70. It is a variation of the Ranch Style that combines a two-story building with a partial level situated midway between the two floors, creating three (or sometimes more) interior levels. The two-story section generally contains an at-grade garage and utilizes differential grading of the landscape to limit the number of steps leading to the primary entry.

The novel interior layout of the Split-Level-style residence gave rise to a variety of interior space planning innovations. "Families were [believed] to need three types of interior spaces: quiet living areas, noisy living and service areas, and sleeping areas." Generally, the garage occupied the lowest level along with the "noisy" areas and/or a "rumpus" room, the mid-level was for quiet living spaces and entertaining, and the upper level contained bedrooms.<sup>4</sup>

Character-defining features of the Split-Level Style include:

- Combination of one- and two-story massing
- Incorporation of grading or a hillside into the design
- Interior organization of living zones across three or more levels
- General horizontal emphasis
- Low-pitched roof

<sup>3</sup> Rincon Consultants, "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599), August 12, 2021, 15–17.

<sup>4</sup> Virginia McAlester and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1998), 477, 481.

\*Recorded by: Johanna Kahn (ESA)

\*Date: February 2025

Continuation

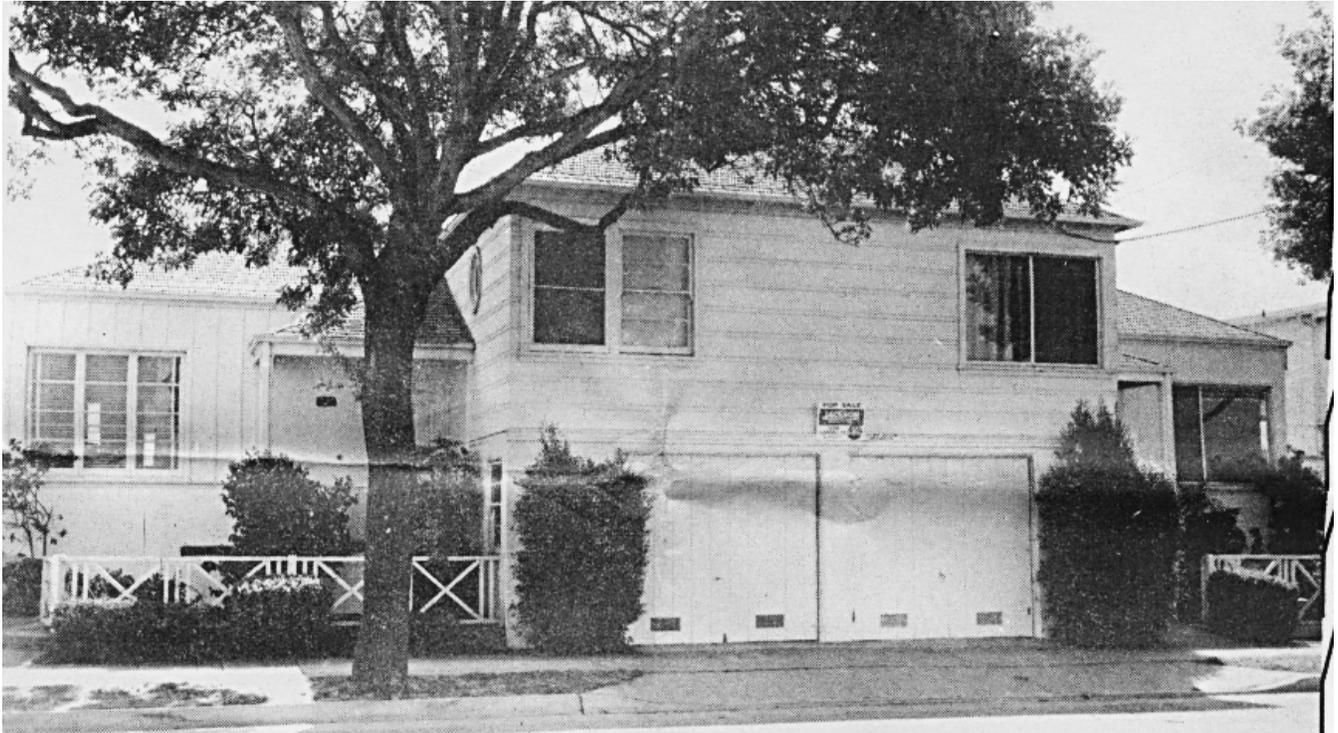
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- Extended overhanging eaves
- Vague Colonial Revival-style exterior detailing
- Variety of cladding, with multiple materials often combined on a single façade
- Large, street-facing garages

Property and Building History

Prior to the construction of the subject building in 1940, the subject property was occupied by a one-story building that functioned as a waiting room, as shown on the 1929 Sanborn map.

1701–1703 Sacramento Street was constructed in 1940 as a duplex, a use that continues to the present day. Besides the replacement of the original wood-sash windows in the south unit (1703 Sacramento Street), no other known alterations were made before 1970 (**Figure 1**). In the late 1970s, an addition to the first floor of 1703 Sacramento Street was constructed, and a second-floor addition was constructed in 1985 on the same unit. The current configuration of the building was reached after the two additions, as documented in a site plan from 1986 (**Figure 2**). At this writing, all original fenestration appears to have been replaced.



**Figure 1.** 1970 photo of the subject building. Note the presence of wood-sash windows on the north unit at 1701 Sacramento Street (left) and replacement aluminum-sash windows on the south unit at 1703 Sacramento Street (right). Also note that this photo was taken before any additions to 1703 Sacramento were constructed. Source: Berkeley Architectural Heritage Association.

\*Recorded by: Johanna Kahn (ESA)

\*Date: February 2025

Continuation

Update

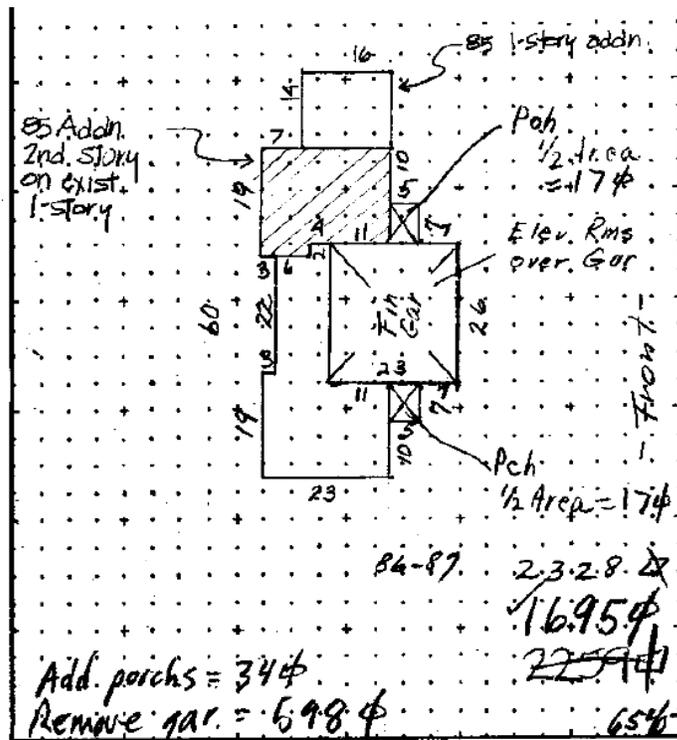


Figure 2. 1986 site plan of the subject building. South is up. Source: City of Berkeley Planning and Development Department.

**Table 1: Property and Building History**

Date	Construction/Alteration	Source(s)
1939	Application to construct a wood-frame duplex	Building permit 47572, September 28, 1939
1940	Renewal of building permit 47572 after original permittee died. "No change in plans."	Building permit 48061, January 22, 1940
1962	Reroofed	Building permit no. 94562, March 20, 1962
Before 1970	Original wood-sash windows on 1703 Sacramento replaced with aluminum sash (Figure 1)	Real estate listing on file at Berkeley Architectural Heritage Association
1971	Repair termite damage and dry rot	Building permit application no. 115995, March 17, 1970
1978-79	"Addition to liv[ing] r[oom]" (this was the first-floor addition to 1703 Sacramento)	Building permit no. B012570287, November 29, 1978
1985	"Add second floor addition to portion of existing building" (this was the second-floor addition to 1703 Sacramento)	Building permit no. 0528858400, March 25, 1985
2022	Building reroofed	Google Maps street view, May 2022
Ca. 2022-24	Entry to 1703 Sacramento reconfigured	Comparison of Google Maps street views
Unknown (after 1970)	Original wood-sash windows on 1701 Sacramento replaced with aluminum sash	Comparison of historic photograph (Figure 1) and Google Maps street views

\*Recorded by: Johanna Kahn (ESA)

\*Date: February 2025

Continuation

Update

Ownership and Occupancy History

A list of known owners and occupants is presented in **Table 2** below. Early building permit records indicate that the original property owner, George Jansen, died before the subject building could be constructed. The subsequent owner, George Johnson, built the subject building according to the original plans submitted by Jansen's architect. Records indicate that the two residential units were occupied by a series of short-term tenants (i.e., less than 10 years) through the 1960s. Little information about the ownership and occupancy of the subject building since 1970 is readily available through archival research.

**Table 2: Ownership and Occupancy History**

Date	Address	Owner / Occupant	Source(s)
1939	—	George Jansen (owner)	Building permit 47572, September 28, 1939
1940–62 (possibly later)	1701–1703	George A. Johnson (owner)	Building permit 48061, January 22, 1940 Building permit 94562, March 20, 1962
1942	1701	Richard A. Wreford and wife (tenant)	"Oakland Births," <i>Oakland Tribune</i> , March 29, 1942, D9
1946	1701	Barbara Ann Wreford (child of tenant)	"Canine Ill Tempers Rise with Mercury; Five Persons Bitten," <i>Berkeley Gazette</i> , August 3, 1946, 9
1948	1701	Mr. and Mrs. Darwin Cochrane (tenant)	"Cradle Roll," <i>Berkeley Gazette</i> , December 21, 1948, 6
1950	1701 1703	Darwin, Elinor, and William Cochrane (tenant) Alvin G. and Edith S. Johnson (tenant)	1950 U.S. Federal Census
1951	1701	Mr. and Mrs. Darwin Cochrane (tenant)	"Cradle Roll," <i>Berkeley Gazette</i> , January 17, 1951, 7
1953	1703	Mr. and Mrs. R.G. McColloch (tenant)	Photo caption, <i>Berkeley Gazette</i> , December 7, 1953, 7
1954	1701	Mildred and Vicki Greaves (tenant)	"Tot Gulps Bottle Cap, Hospitalized," <i>Berkeley Gazette</i> , March 8, 1954, 11
1955	1701	David and Mildred Greaves (tenant)	"Couple Plan June Wedding," <i>Berkeley Gazette</i> , February 25, 1955, 8
1961	1701	Frederick Claver (tenant)	"Armstrong Sets Graduation Rites," <i>Berkeley Gazette</i> , May 31, 1961, 17
1962	1703	G. Alvin Johnson (tenant)	"Deaths," <i>Berkeley Gazette</i> , April 12, 1962, 18
1970	1701 1703	Mr. and Mrs. Reyes (tenant) Miss Halambeck (tenant)	Real estate listing on file at Berkeley Architectural Heritage Association
1971	1701–1703	Mr. Urnberg (owner)	Building permit application no. 115995, March 17, 1971
1976	—	Albert A. and Frank J. Winberg (owners)	Property card on file at Berkeley Architectural Heritage Association
Ca. 1977–90	1701–1703	Lola Harris (owner)	Property card on file at Berkeley Architectural Heritage Association Building permit no. B012570287, November 29, 1978 Building permit no. 0628859336, June 28, 1985 Building permit no. 41447, December 9, 1990
Unknown –2020	—	James D. Helm Trust (owner)	ParcelQuest
2020– present	—	Joseph A. Feldman and Adrienne D. Era (owner)	ParcelQuest

\*Recorded by: Johanna Kahn (ESA)

\*Date: February 2025

Continuation

Update

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 1701–1703 Sacramento Street is evaluated below for potential historic significance according to National Register Criteria A through D.

*Criterion A – Events*

Preliminary research did not identify any significant association between the residential building at 1701–1703 Sacramento Street and important events in the past. The subject building was constructed in 1940, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1701–1703 Sacramento Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1701–1703 Sacramento Street is recommended ineligible under Criterion A.

*Criterion B – People*

Preliminary research did not identify any significant association between the residential building at 1701–1703 Sacramento Street and important persons. A review of archival materials identified several owners and tenants over the years, indicating that the subject building has continuously functioned as duplex. Building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the subject property whose personal achievements or profession accomplishments rose to national significance. For these reasons, 1701–1703 Sacramento Street is recommended ineligible under Criterion B.

*Criterion C – Design/Construction*

The building at 1701–1703 Sacramento Street was constructed as a duplex in 1940. It is an early example of the Split-Level Style and possesses several character-defining features of the style, such as a combination of one- and two-story massing, interior organization of living zones across three levels, low-pitched roof, vague Colonial Revival-style exterior detailing, a variety of cladding materials, and street-facing garage doors. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permit and assessor records do not identify the architect. The builder was George O. Bendon (1896–1975), who was born in Finland and was a member of the Carpenter’s Union Local 22 of San Francisco.<sup>6</sup> As such, the building does not appear to have been the work of

<sup>5</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Sacramento: Office of Historic Preservation, 1995). Accessed February 2025, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

<sup>6</sup> “Bendon” (obituary), *Daily Independent Journal* (San Rafael, CA), June 2, 1975, 4.

\*Recorded by: Johanna Kahn (ESA)

\*Date: February 2025

Continuation

Update

a master architect or construction firm of merit. Moreover, it has undergone several alterations and additions since the time of its construction. For these reasons, 1701–1703 Sacramento Street is recommended ineligible under Criterion C.

*Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1701–1703 Sacramento Street is representative of residential property types constructed in North Berkeley during the mid-20th century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of mid–20<sup>th</sup>-century residential buildings are well documented. There is no evidence to suggest that 1701–1703 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

*Integrity Analysis*

In addition to being eligible for listing under at least one of the 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 building at 1701–1703 Sacramento Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

Summary

Based on a site survey, archival research, and the analysis presented above, the building at 1701–1703 Sacramento Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1701–1703 Sacramento Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act.

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

Advertisement for Vista del Mar Tract. *Oakland Enquirer*, May 20, 1893.

Advertisement for Vista del Mar Tract. *Oakland Enquirer*, March 13, 1913.

“Armstrong Sets Graduation Rites.” *Berkeley Gazette*, May 31, 1961.

“Bendon” (obituary). *Daily Independent Journal* (San Rafael, CA), June 2, 1975.

California Office of Historic Preservation. *Instructions for Recording Historical Resources*. Sacramento: Office of Historic Preservation, 1995. Accessed February 2025, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

“Canine Ill Tempers Rise with Mercury; Five Persons Bitten.” *Berkeley Gazette*, August 3, 1946.

“Couple Plan June Wedding.” *Berkeley Gazette*, February 25, 1955.

“Cradle Roll.” *Berkeley Gazette*, December 21, 1948.

“Cradle Roll.” *Berkeley Gazette*, January 17, 1951.

“Deaths.” *Berkeley Gazette*, April 12, 1962.

Google Maps. Street view imagery of 1701–1703 Sacramento Street. Various dates. Accessed February 2025, <https://www.maps.google.com>.

McAlester, Virginia and Lee McAlester. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1998.

“Oakland Births.” *Oakland Tribune*, March 29, 1942.

Photo caption (no article). *Berkeley Gazette*, December 7, 1953: 7.

**CONTINUATION SHEET**

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\*Resource Name or # 1701–1703 Sacramento Street

\*Recorded by: Johanna Kahn (ESA)

\*Date: February 2025

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Property file for 1701–1703 Sacramento Street. On file at the Berkeley Architectural Heritage Association.

Property file for 1701–1703 Sacramento Street. On file at the City of Berkeley Planning and Development Department.

Property sale history. ParcelQuest. Accessed February 19, 2025, <https://www.parcelquest.com>.

Rincon Consultants. "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599). August 12, 2021.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1929. Sheet 33.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1950. Sheet 33.

"Tot Gulps Bottle Cap, Hospitalized." *Berkeley Gazette*, March 8, 1954.

U.S. Federal Census. 1950. Accessed February 2025, <https://www.ancestry.com>.

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 #: 1709 Sacramento St

**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 ; ¼ of ¼ of Sec 11 ; B.M. MDM

c. Address 1709 Sacramento Street City Berkeley Zip 94702

d. UTM: Zone 10 S 563137.48 mE/ 4192135.77 mN; NAD 83

e. Other Locational Data: APN: 058 -2150-021-00

**\*P3a. Description:**

The property at 1709 Sacramento Street is occupied by an altered bungalow-style one-and-two-story multi-family residential building featuring an irregular footprint. The residence is of wood-frame construction, clad with textured stucco, and capped by a gable roof with exposed eaves, decorative wood braces, and asphalt shingles.

The primary (west) façade faces Sacramento Street and features a partially-glazed, wood panel primary entrance recessed beneath an off-center, gabled-roof covered porch supported by square columns and partially enclosed by a stucco pony wall. The residence is set back from the front lot line and features a brick path leading to the off-center, brick porch. To the right of the entrance is a fixed window with a multi-lite transom. The south façade features a stucco chimney flanked by five fixed and single-hung, vinyl windows. The north façade features several single-hung, metal-sash windows. The ca. 1940s addition on the residence's east façade features multiple single-hung, metal- and vinyl-sash windows on the north, west, and south façades.

\*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: View of the primary (east) façade of 1709 Sacramento Street, facing east.

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

Historic  Prehistoric  Both

Ca. 1925. Source: Alameda County Assessor records (2025)

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

Kwan F Wong, et al (Trust)  
1715 A Solano Ave,  
Berkeley, CA 94707-2220

**P8. Recorded by:**

Alison Garcia Kellar, ESA  
180 Grand Avenue, Suite 1050  
Oakland, CA 94612

\*P9. Date Recorded: February 12, 2025

\*P10. Survey Type: Intensive

\*P11. Report Citation: ESA. *North Berkeley BART Permanent supportive Housing Project, Berkeley, Alameda County, California Cultural Resources Survey Report*. Prepared for North Berkeley PSH Partners. March 2025.

\*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1709 Sacramento St  
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\* NRHP Status Code 6Z

- B1. Historic Name: 1707-1709 Sacramento Street  
B2. Common Name: 1709 Sacramento Street  
B3. Original Use: Residential B4. Present Use: residential  
\*B5. Architectural Style: Altered Craftsman/ California Bungalow

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

The subject property was constructed in 1930. For additional information on known alterations to the subject property see Table 1

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

\*B8. Related Features: Two ancillary buildings (not visible from public-right-of-way) are located on the eastern portion of the subject property.

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme Early 20<sup>th</sup>-century residential development  
Period of Significance N/A Property Type N/A

Area North Berkeley  
Applicable Criteria N/A

The residential building at 1709 Sacramento Street is recommended to be ineligible for listing in the National Register under any criteria.

## North Berkeley Area

The subject property is located across North Berkeley BART Station on Sacramento Street. The area around the station is predominately residential with moderate commercial development concentrated along University Avenue. The following development history of North Berkeley is an excerpt from the "*Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project*" prepared by Rincon Consultants in August 2021.

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

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: February 2025



\*Recorded by: Amy Langford, ESA

\*Date: February 2025

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

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station. [The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the Composite Report, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the "the last Republican mayor of Berkeley," Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were "aesthetically unattractive" and threatened to "divide the city psychologically along racial lines," in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley's White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City's independent study estimated the difference in cost between BART's proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading 'BURY THE BART TRACKS' in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates,

\*Recorded by: Amy Langford, ESA

\*Date: February 2025

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with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley's request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley's bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station's design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley's Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station's above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station's current appearance nor any information covered by research conducted for [Rincon's 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was completed by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension. [...] The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>1</sup>

#### *Craftsman and California Bungalow Style (ca. 1905 to 1930)*

The subject building is a modest and altered example of the Craftsman/California Bungalow Style. The Craftsman style is a well-known Progressive Era architectural style (ca. 1905 to 1930) that was inspired by the work of the Greene Brothers of Pasadena. The Greene Brothers were particularly known for their design of high style bungalows that merged English Arts & Crafts influences with wood influences of Japanese-inspired architecture. The Craftsman Bungalow was a particularly popular silhouette that was commonly a one- or one-and-a-half story building with a front porch.

Earlier wood-crafted traditional elements of the Craftsman style eventually evolved into a bungalow form, called the California Bungalow, that was primarily clad in stucco. California Bungalows were frequently adorned with elephantine columns and modernist elements such as vertical and horizontal lines of low relief elements and nested, rectangular window designs. This

<sup>1</sup> Rincon Consultants, "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599), August 12, 2021, 15–17.

\*Recorded by: Amy Langford, ESA

\*Date: February 2025

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architectural style is common in the Bay Area due to the form's relatively low cost and suitability for mild climates.<sup>2</sup> Hallmarks of the California Bungalow style include

- Low-pitched gable roof;
- stucco siding;
- Battered or square porch posts;
- Rectangular windows;
- Simple wood-frame surrounds;
- Porches on the primary façade, often beneath a small gable;
- Dormer windows;
- Deeply projecting overhangs; and
- Exposed roof beams and rafter tails.<sup>3</sup>

Subject Property

*Property and Building History*

The subject property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. Surviving building permit, assessor, and property records for 1709 Sacramento Street indicate that the extant residence was constructed around 1925.<sup>4</sup> In 1923, an individual named Walt James<sup>5</sup> constructed a garage on the subject property. In 1928, an addition was constructed on the east end of a one-story "bungalow" dwelling on the subject property.<sup>6</sup> A review of subsequent property records and Sanborn Fire Insurance Company maps indicates that a larger addition with a second-floor apartment was constructed on the east façade of the dwelling, the original garage had been demolished and replaced during the 1940s (**Figure 1**).<sup>7</sup> In 1965, the residence appears in an aerial photograph with an overall massing and footprint consistent with present conditions.<sup>8</sup> Archival review indicates that the subject property has continuously functioned as a residential building since the time of its construction.

According to building permit records and other property records on file with the Berkeley Architectural Heritage Association, recorded in newspapers and historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time, and they are listed in **Table 1** below. Included are the construction of a second-floor apartment addition and garage between 1941 and 1942<sup>9</sup> and the construction of a large ancillary building on the eastern portion of the subject property ca. 2022.<sup>10</sup>

**Table 1: Property and Building History**

Date	Alternation / Change	Source
1923	Application to construct ten by sixteen feet garage on the subject property.	Building permit 15668 (May 6, 1923). On file at Berkeley Architectural Heritage Association.
1925	A residence is constructed on the subject property.	Parcelquest (2025)
1928	An addition is added to east end of a one-story "bungalow" dwelling on subject property. A twenty-two feet by ten feet addition is added to the garage on the eastern end of the subject property.	Building permits 301111 (March 22, 1928) and 301112 (March 22, 1928).

<sup>2</sup> San Francisco Planning Department, *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement*, 2023, 71.

<sup>3</sup> San Francisco Planning Department, 71.

<sup>4</sup> Parcelquest, Alameda County Assessor records for 1709 Sacramento Street, accessed February 21, 2025.

<sup>5</sup> The building permit for the garage did not identify a property owner. Building permit 15668 (May 6, 1923). On file at Berkeley Architectural Heritage Association.

<sup>6</sup> Building permits 301111 (March 22, 1928) and 301112 (March 22, 1928). On file at Berkeley Architectural Heritage Association.

<sup>7</sup> Building permits 52134 and 52135 (December 17, 1941). On file at Berkeley Architectural Heritage Association.

<sup>8</sup> UCSB Library, Framefinder aerial imagery, Flight CAS-65-130, Frame 15-141, May 1, 1965.

<sup>9</sup> Building permits 301111 (March 22, 1928) and 301112 (March 22, 1928). On file at Berkeley Architectural Heritage Association.

<sup>10</sup> Historicaerials.com, aerial imagery of 1709 Sacramento Street, 2020 and 2022.

\*Recorded by: Amy Langford, ESA

\*Date: February 2025

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Date	Alternation / Change	Source
		On file at Berkeley Architectural Heritage Association
1941–1942	An addition with a second-floor apartment is added to the east façade of the dwelling. A garage measuring thirty-seven by eighteen feet is constructed on the eastern portion of the subject property.	Building permits 52134 and 52135 (December 17, 1941). On file at Berkeley Architectural Heritage Association
Ca. 2022	A large ancillary building is constructed on the eastern end of the subject property.	Historicaerials.com (2022)
Unknown date(s)	Multiple original windows replaced with vinyl-sash windows.	ESA (2025)

*Ownership and Occupancy*

A list of known owners and occupants is presented in **Table 2** below. Early building permit records suggest that Morris J. Berger, a local barber, was likely the original owner of the residence at 1709 Sacramento Street. Berger and his wife owned the subject property until at least 1937. Subsequent property records, city directory records, and newspaper articles indicate that the subject property has been continuously owned and occupied by a series of individuals and single families since the late 1920s.

**Table 2: Ownership and Occupancy History**

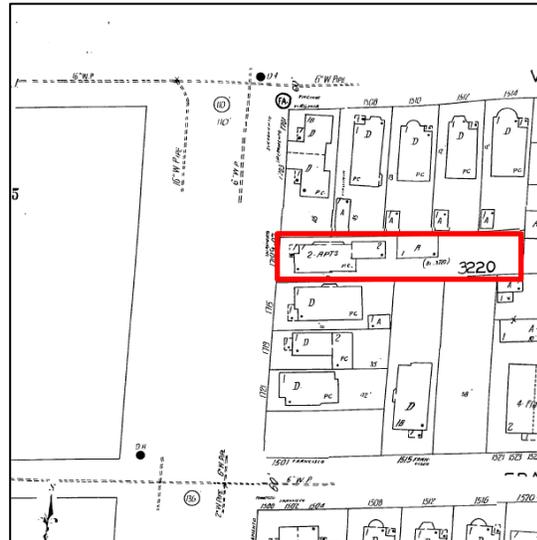
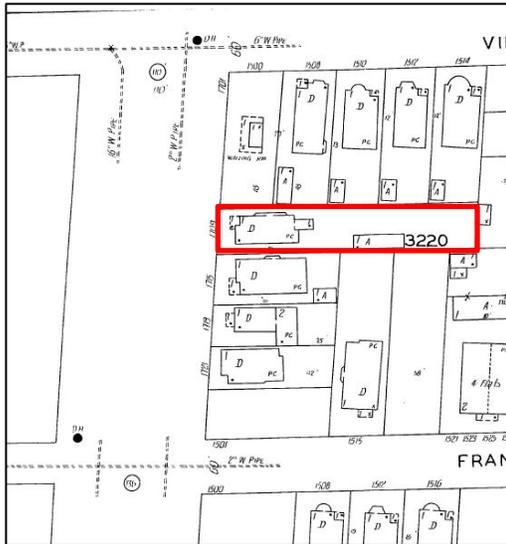
Date	Owner / Occupant / Use	Source
1928–1937	Morris J. and Sophie Berger (owners)	Building permit 301111 (March 22, 1928). On file at Berkeley Architectural Heritage Association; R.L. Polk & Co. (1937: 105)
1941 – ca. 1955	Margaret W. Stairs (owner)	Building permit 52134 (December 17, 1941). On file at Berkeley Architectural Heritage Association; Ancestry.com.
1965–1973	Frank J. and Lilja B. Urnberg (owner)	Alameda County Clerk-Recorder, Document 1973113518 (August 20, 1973); Property ownership card, On file at Berkeley Architectural Heritage Association.
1973	D. T. Granton	Property ownership card, On file at Berkeley Architectural Heritage Association.
1973–ca. 2009	Kam Yuen, Shu Bong, and Kwan Foon Wong (owners)	Alameda County Clerk-Recorder, Document 1973113518 (August 20, 1973)
2009–2025	Kwan Foon Wong, et al Trust (owners)	Alameda County Clerk-Recorder, Document 2009303073 (September 22, 2009)

\*Recorded by: Amy Langford, ESA

\*Date: February 2025

Continuation

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Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, Alameda County, California, Volume 1, 1929 and 1950, sheet 33.  
**Figure 1.** Site plans of 1709 Sacramento Street 1929(left) and 1950 (right). Subject property outlined in red. North is up.



Source: Flight CAS-65-130, Frame 15-141 (May 1, 1965).  
**Figure 2.** The residence at 1709 Sacramento Street appears in a 1965 aerial photograph with a footprint reflecting present conditions. Subject property outlined in red. North is up.

### 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

\*Recorded by: Amy Langford, ESA

\*Date: February 2025

Continuation

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- 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>11</sup> They are location, design, setting, materials, workmanship, feeling, and association.

#### Significance Evaluation

The subject property at 1709 Sacramento Street (APN 058 -2150-021-00) is evaluated below for potential historic significance according to National Register Criteria A through D.

#### *Criterion A – Events*

Preliminary research did not identify any significant association between the residential building at 1709 Sacramento Street and important events in the past. The subject building was constructed ca. 1925, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1709 Sacramento Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1709 Sacramento Street is recommended ineligible under Criterion A.

#### *Criterion B – People*

Preliminary research did not identify any significant association between the residential building at 1709 Sacramento Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the subject building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the subject property whose personal achievements or profession accomplishments rose to national significance. For these reasons, 1709 Sacramento Street is recommended ineligible under Criterion B.

#### *Criterion C – Design*

The building at 1709 Sacramento Street was constructed as a single-family residence ca. 1925. It was designed in the Craftsman/California Bungalow Style and possesses several character-defining features of the style, such as stucco siding, a porch on the primary façade, a gabled roof, square porch posts, and rectangular windows. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permit and assessor records did not identify the architect or builder of the residence. As such, the building does not appear to have been the work of a master architect or construction firm of merit. Moreover, it has undergone several alterations and additions since the time of its construction. For these reasons, 1709 Sacramento Street is recommended ineligible under Criterion C.

#### *Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1709 Sacramento Street is representative of residential property types constructed in North Berkeley during the early twentieth century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There is no evidence to suggest that 1709 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

#### *Integrity Analysis*

<sup>11</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Sacramento: Office of Historic Preservation, 1995). Accessed October 4, 2025, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

\*Recorded by: Amy Langford, ESA

\*Date: February 2025

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In addition to being eligible for listing under at least one of the 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 building at 1709 Sacramento Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

#### Summary

Based on a site survey, archival research, and the analysis presented above, the building at 1709 Sacramento Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1709 Sacramento Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act..

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

Alameda County Clerk-Recorder. Document 1973113518. August 20, 1973. Accessed February 21, 2025.

Alameda County Clerk-Recorder. Document 2009303073. September 22, 2009. Accessed February 21, 2025.

Ancestry.com. *U.S., City Directories, 1822-1995* [database on-line]. Lehi, Utah. Ancestry.com Operations, Inc., 2011.

Building permit 15668. May 6, 1923. On file at Berkeley Architectural Heritage Association.

Building permit 301111. March 22, 1928. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit 30112. March 22, 1928. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit 52134. December 17, 1941. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit 52135. December 17, 1941. On file at Berkeley Architectural Heritage Association. Berkeley, California.

California Office of Historic Preservation. Instructions for Recording Historical Resources. Sacramento: Office of Historic Preservation, 1995. Accessed February 19, 2025. <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

Google maps. Street view imagery of 1709 Sacramento Street. Various dates. Accessed February 20, 2025.

Historicaerial.com. Composite aerial imagery of 1709 Sacramento Street. Various dates. Accessed February 21, 2025.

Property ownership card for 1709 Sacramento Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.

R.L. Polk & Company. *Polk's Oakland (Alameda County, Calif.) City Directory*. Oakland, California: R.L. Polk & Company Publishers, various dates.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, Alameda County, California. Volume 1, 1929. Sheet 33.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, Alameda County, California. Volume 1, 1950. Sheet 33.

San Francisco Planning Department. *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement*. 2023.

UC Santa Barbara Library. Framefinder aerial imagery. Flight CAS-65-130. Frame 15-141. Scale 1:20,000. May 1, 1965.

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 #: 1715 Sacramento St

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West Date 2021

c. Address 1715 Sacramento Street

d. UTM: Zone 10 S 563137.35 mE/ 4192123.48

e. Other Locational Data: APN: 058 -2151-017-00

T 01S ; R 04W ; ¼ of ¼ of Sec 11 ; B.M. MDM

City Berkeley

Zip 94702

mN; NAD 83

**\*P3a. Description:**

The property at 1715 Sacramento Street is occupied by an altered bungalow-style, one-story single-family residential building featuring an irregular footprint. The residence is of wood-frame construction, supported by a concrete foundation, clad with stucco, and capped by a front facing gable roof with exposed eaves and rafter tails, decorative wood braces beneath the gables, and composition shingles.

The primary (west) façade faces Sacramento Street and features an enclosed, off-center gable-roofed porch with a partially-glazed, wood panel door accessed by concrete steps with a metal handrail. To the left of the entrance is a two-lite, asymmetrical window with a lower louvered operable sash. The north façade features a stucco covered chimney flanked by four vinyl-sash, single-hung and sliding windows. The south façade features three four-over-one, single-hung, vinyl-sash windows and at least one sliding, vinyl-sash window that is visible from the public-right of way.

\*P3b. Resource Attributes: HP 2. Single family property.

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



P5b. Description of Photo: Oblique view of primary (west) façade, facing southeast.

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

Historic  Prehistoric  Both

Ca. 1922–1924. Source: Building Permit 12930 (October 30, 1922). On file at Berkeley Architectural Heritage Association.

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

Anna Kalkanisellis  
1715 Sacramento Street,  
Berkeley, CA 94702

**P8. Recorded by:**

Alison Garcia Kellar, ESA  
180 Grand Avenue, Suite 1050  
Oakland, CA 94612

\*P9. Date Recorded: February 12, 2025

\*P10. Survey Type: Intensive

\*P11. Report Citation: ESA. *North Berkeley BART Permanent supportive Housing Project, Berkeley, Alameda County, California Cultural Resources Survey Report*. Prepared for North Berkeley PSH Partners. March 2025.

\*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1715 Sacramento St  
Page 2 of 9

\* NRHP Status Code 6Z

B1. Historic Name: 1715 Sacramento Street  
B2. Common Name: 1715 Sacramento Street  
B3. Original Use: Residential

B4. Present Use: residential

\*B5. **Architectural Style:** Altered Craftsman/California Bungalow Style

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

The subject property was constructed ca. 1922–1924. For additional information on known alterations to the subject property see Table 1.

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

\*B8. **Related Features:** A detached garage is located on the eastern portion of the subject property.

B9a. Architect: C. Schaud

b. Builder: D.L. Heim

\*B10. **Significance:** **Theme** Early 20<sup>th</sup>-century residential development  
**Period of Significance** N/A **Property Type** N/A

**Area** North Berkeley  
**Applicable Criteria** N/A

The residential building at 1715 Sacramento Street is recommended ineligible for listing in the National Register under any criteria.

## North Berkeley Area

The subject property is located across North Berkeley BART Station on Sacramento Street. The area around the station is predominately residential with moderate commercial development concentrated along University Avenue. The following development history of North Berkeley is an excerpt from the “*Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project*” prepared by Rincon Consultants in August 2021.

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

Continued on page 3.

B11. Additional Resource Attributes: none

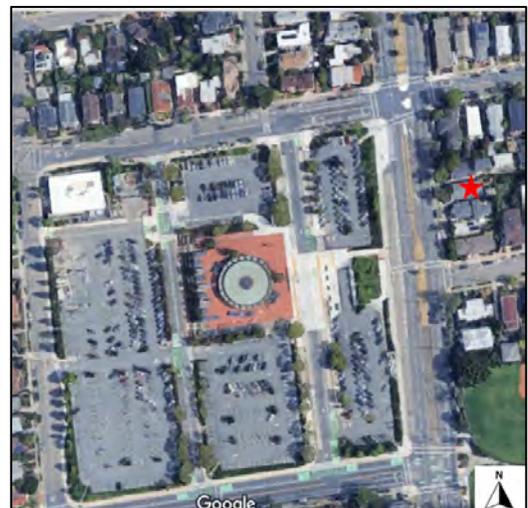
\*B12. **References:**

See Continuation Sheet

B13. Remarks: none

\*B14. **Evaluator:** Amy Langford, ESA

\***Date of Evaluation:** February 2025



\*Recorded by: Amy Langford, ESA

\*Date: February 2025

Continuation

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

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station. [The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the Composite Report, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*. [...]

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the "the last Republican mayor of Berkeley," Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were "aesthetically unattractive" and threatened to "divide the city psychologically along racial lines," in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley's White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City's independent study estimated the difference in cost between BART's proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading 'BURY THE BART TRACKS' in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates,

\*Recorded by: Amy Langford, ESA

\*Date: February 2025

Continuation

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with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley's request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley's bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station's design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley's Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station's above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station's current appearance nor any information covered by research conducted for [Rincon's 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was completed by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension. [...] The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>1</sup>

#### *Craftsman and California Bungalow Style (ca. 1905 to 1930)*

The subject building is a modest and altered example of the Craftsman/California Bungalow Style. The Craftsman style is a well-known Progressive Era architectural style (ca. 1905 to 1930) that was inspired by the work of the Greene Brothers of Pasadena. The Greene Brothers were particularly known for their design of high style bungalows that merged English Arts & Crafts influences with wood influences of Japanese-inspired architecture. The Craftsman Bungalow was a particularly popular silhouette that was commonly a one- or one-and-a-half story building with a front porch.

Earlier wood-crafted traditional elements of the Craftsman style eventually evolved into a bungalow form, called the California Bungalow, that was primarily clad in stucco. California Bungalows were frequently adorned with elephantine columns and modernist elements such as vertical and horizontal lines of low relief elements and nested, rectangular window designs. This

<sup>1</sup> Rincon Consultants, "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599), August 12, 2021, 15–17.

\*Recorded by: Amy Langford, ESA

\*Date: February 2025

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architectural style is common in the Bay Area due to the form's relatively low cost and suitability for mild climates.<sup>2</sup> Hallmarks of the California Bungalow style include

- Low-pitched gable roof;
- stucco siding;
- Battered or square porch posts;
- Rectangular windows;
- Simple wood-frame surrounds;
- Porches on the primary façade, often beneath a small gable;
- Dormer windows;
- Deeply projecting overhangs; and
- Exposed roof beams and rafter tails.<sup>3</sup>

Subject Property

*Property and Building History*

The subject property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. Surviving building permit, assessor, and property records for 1709 indicate that the extant residence was constructed between 1922<sup>4</sup> and 1924.<sup>5</sup> A detached garage was constructed to the east of the residence in 1923.<sup>6</sup> Both buildings appear with roughly the same footprint in Sanborn Fire Insurance Maps published in 1929 and 1950 (**Figure 1**). A photograph of the building dated to ca. 1953 indicates that the residence has retained its original massing and footprint (**Figure 2**). Archival review indicates that the subject property has continuously functioned as a residential building since the time of its construction.

According to building permit records and other property records on file with the Berkeley Architectural Heritage Association, recorded in newspapers and historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time, and they are listed in **Table 1** below. Included are a roof replacement in 1941,<sup>7</sup> the replacement of the porch and entry steps in 1942,<sup>8</sup> and the replacement of several original windows at an unknown date(s).

**Table 1: Property and Building History**

Date	Alteration / Change	Source
1922	Application to construct one-story residence on subject property.	Building permit 12930 (October 20, 1922). On file at Berkeley Architectural Heritage Association.
1923	A detached garage is constructed on the subject property.	Building permit 13549 (March 11, 1923). On file at Berkeley Architectural Heritage Association.
1924	A single-family residence has been constructed on the subject property.	Parcelquest (2025)
1941	Reroofing (residence)	Building permit 50348 (February 19, 1941). On file at Berkeley Architectural Heritage Association.

<sup>2</sup> San Francisco Planning Department, *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement*, 2023, 71.

<sup>3</sup> San Francisco Planning Department, 71.

<sup>4</sup> Building permit 12930, October 20, 1922, on file at Berkeley Architectural Heritage Association.

<sup>5</sup> Parcelquest, Alameda County Assessor records for 1715 Sacramento Street, accessed February 24, 2025.

<sup>6</sup> Building permit 13549, March 11, 1923, on file at Berkeley Architectural Heritage Association.

<sup>7</sup> Building permit 50348, February 19, 1941, on file at Berkeley Architectural Heritage Association.

<sup>8</sup> Building permit 52547, April 8, 1942, on file at Berkeley Architectural Heritage Association.

\*Recorded by: Amy Langford, ESA

\*Date: February 2025

Continuation

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Date	Alteration / Change	Source
1942	Sills replaced on primary façade, vents installed, porch and entry steps rebuilt.	Building permit 52547(April 8, 1942). On file at Berkeley Architectural Heritage Association.
Unknown date(s)	Multiple original windows replaced with vinyl-sash windows.	ESA (2025)

*Ownership and Occupancy*

A list of known owners and occupants is presented in **Table 2** below. According to early building permit records, the residence at 1715 Sacramento Street was built by original owner, D.L. Heim. It is unclear how long Heim owned or occupied the subject property. However, preliminary review of property records, city directory records, and newspaper articles indicates that the subject property has been continuously owned and occupied by a series of individuals and single families since at least the 1930s.

**Table 2: Ownership and Occupancy History**

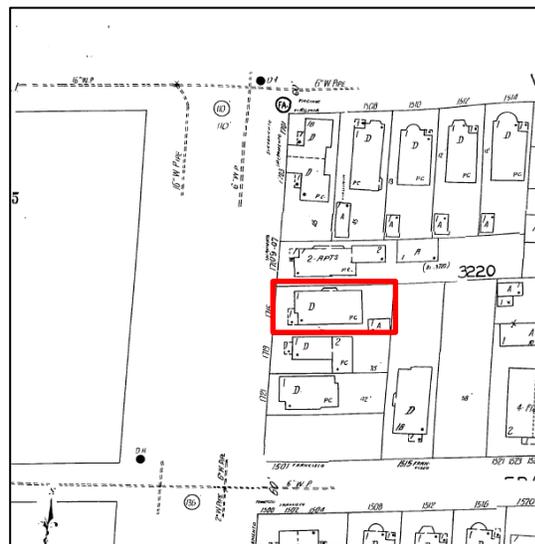
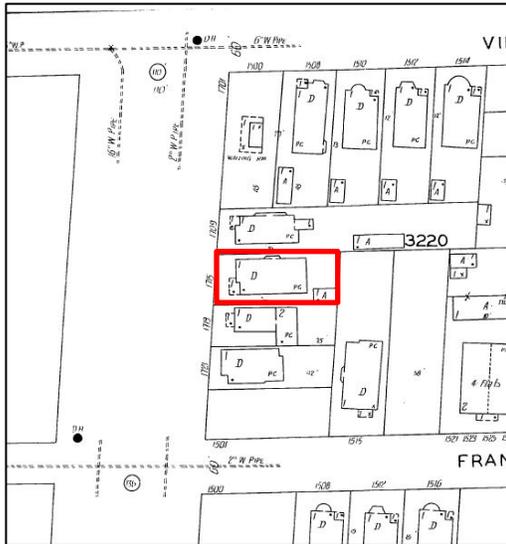
Date	Owner / Occupant / Use	Source
1922 – 1923	D.L. Heim (owner)	Property Ownership Card for 1715 Sacramento Street; Building permit 13549 (March 11, 1923). On file at Berkeley Architectural Heritage Association.
1939–1953	David and Irene Gobba (owners)	Property Ownership Card for 1715 Sacramento Street, on file at Berkeley Architectural Heritage Association.
1953–1954	Allan and Eleanor Sahlberg (owners)	Property Ownership Card for 1715 Sacramento Street, on file at Berkeley Architectural Heritage Association.
1954–Unknown	Eino and Lorraine Salo (owners)	Property Ownership Card for 1715 Sacramento Street, on file at Berkeley Architectural Heritage Association.
Unknown–2011	Jack and Karyn Newman Family Trust (owner)	Alameda County Clerk-Recorder, Document 2011357420 (December 8, 2011).
2011–2020	Anne W. Lackey and Kevin Rayhill (owners)	Alameda County Clerk-Recorder, Document 2011357420 (December 8, 2011).
2020–2025	Anna Kalkanisellis (owner)	Alameda County Clerk-Recorder, Document 2020178788 (July 27, 2020).

\*Recorded by: Amy Langford, ESA

\*Date: February 2025

Continuation

Update



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, Alameda County, California, Volume 1, 1929 and 1950, sheet 33.  
**Figure 1.** Site plans of 1709 Sacramento Street 1929(left) and 1950 (right). Subject property outlined in red. North is up.



Source: Property ownership card for 1715 Sacramento Street. On file at Berkeley Architectural Heritage Association.  
**Figure 2.** Photograph of 1715 Sacramento Street, 1953.

### 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

\*Recorded by: Amy Langford, ESA

\*Date: February 2025

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- 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>9</sup> They are location, design, setting, materials, workmanship, feeling, and association.

#### Significance Evaluation

The subject property at 1715 Sacramento Street (APN 058 -2151-017-00) is evaluated below for potential historic significance according to National Register Criteria A through D.

#### *Criterion A – Events*

Preliminary research did not identify any significant association between the residential building at 1715 Sacramento Street and important events in the past. The subject building was constructed between 1922 and 1924, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1715 Sacramento Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1715 Sacramento Street is recommended ineligible under Criterion A.

#### *Criterion B – People*

Preliminary research did not identify any significant association between the residential building at 1715 Sacramento Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the subject building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the subject property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1715 Sacramento Street is recommended ineligible under Criterion B.

#### *Criterion C – Design*

The building at 1715 Sacramento Street was constructed as a single-family residence between 1922 and 1924. It was designed in the Craftsman/California Bungalow Style and possesses several character-defining features of the style, such as stucco siding, a porch on the primary façade, a gabled roof, exposed eaves and rafter tails, and rectangular windows. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permits indicate that the residence was designed by an individual named "C. Schaud" and was built by the property's original owner, D.L. Heim. Preliminary research does not suggest that either Schaud or Heim were significant to the residential development of Berkeley or were considered a master architect or builder, respectively. Moreover, it has undergone several alterations and additions since the time of its construction. For these reasons, 1715 Sacramento Street is recommended ineligible under Criterion C.

#### *Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1715 Sacramento Street is representative of residential property types constructed in North Berkeley during the early twentieth century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There is no evidence to suggest that 1715 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it is recommended ineligible under Criterion D.

<sup>9</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Sacramento: Office of Historic Preservation, 1995). Accessed October 4, 2025, <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.

\*Recorded by: Amy Langford, ESA

\*Date: February 2025

Continuation

Update

*Integrity Analysis*

In addition to being eligible for listing under at least one of the 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 building at 1715 Sacramento Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

Summary

Based on a site survey, archival research, and the analysis presented above, the building at 1715 Sacramento Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1715 Sacramento Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act.

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

- Alameda County Clerk-Recorder. Document 2011357420. December 8, 2011. Accessed February 24, 2025.
- Alameda County Clerk-Recorder. Document 2020178788. July 27, 2020. Accessed February 24, 2025.
- Building permit 13549. March 11, 1923. On file at Berkeley Architectural Heritage Association. Berkeley, California.
- Building permit 12930. October 20, 1922. On file at Berkeley Architectural Heritage Association. Berkeley, California.
- Building permit 50348. February 19, 1941. On file at Berkeley Architectural Heritage Association. Berkeley, California.
- Building permit 52547. April 8, 1942. On file at Berkeley Architectural Heritage Association. Berkeley, California.
- California Office of Historic Preservation. Instructions for Recording Historical Resources. Sacramento: Office of Historic Preservation, 1995. Accessed February 19, 2025. <https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>.
- Google maps. Street view imagery of 1715 Sacramento Street. Various dates. Accessed February 24, 2025.
- Historicaerial.com. Composite aerial imagery of 1715 Sacramento Street. Various dates. Accessed February 24, 2025.
- Parcelquest. Alameda County assessor records for 1715 Sacramento Street. Accessed February 18, 2025.
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- Rincon Consultants. "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599). August 12, 2021.
- R.L. Polk & Company. *Polk's Oakland (Alameda County, Calif.) City Directory*. Oakland, California: R.L. Polk & Company Publishers, various dates.
- Sanborn Fire Insurance Company. Insurance Maps of Berkeley, Alameda County, California. Volume 1, 1929. Sheet 33.
- Sanborn Fire Insurance Company. Insurance Maps of Berkeley, Alameda County, California. Volume 1, 1950. Sheet 33.
- San Francisco Planning Department. *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement*. 2023.

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 #: 1719 Sacramento St

**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 ; ¼ of ¼ of Sec 11 ; B.M. MDM

Address 1719 Sacramento Street

City Berkeley

Zip 94702

UTM: Zone 10 S 563136.88 mE/ 4192112.43 mN; NAD 83

e. Other Locational Data: APN: 058-2151-016-00

**\*P3a. Description:**

The property at 1719 Sacramento Street is occupied by an altered bungalow-style one- and two-story single-family residential building constructed in 1925. The building includes an original one-story volume at the west, and a two-story volume addition to the east, which form an L-shaped building footprint. The residence is of wood-frame construction, supported by a concrete foundation, clad with stucco, and capped by a hipped roof with projecting eaves.

The primary (west) façade faces Sacramento Street and is symmetrically composed with a projecting glazed entrance porch. The porch bay includes fixed multi-lite glazing and a pair of wood French doors. A paved driveway leads to a set of steps to the entrance porch, which includes a curved pier and a capped column. The entrance porch is flanked by fixed, wood, multi-lite windows. The north façade features a stucco-clad chimney flanked by wood multi-lite windows. The east facade includes two pairs of single-hung wood windows, and a single single-hung wood window. The property includes a sloped driveway along the south façade of the home, a wood fence, and shrubbery within a raised dry laid stone planting bed.

\*P3b. Resource Attributes: HP 2. Single-family property.

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



P5b. Description of Photo: View of the primary (east) façade of 1719 Sacramento Street, facing west

\*P6. Date Constructed/Age and Source:

Historic  Prehistoric  Both  
1925. Source: ParcelQuest (2025)

\*P7. Owner and Address:

Marc J. and Jennifer P. Wolf  
1719 Sacramento Street  
Berkeley, CA 94702-1501

P8. Recorded by:

Alison Garcia Kellar, ESA  
180 Grand Avenue, Suite 1050  
Oakland, CA 94612

\*P9. Date Recorded: February 12, 2025

\*P10. Survey Type: Intensive

\*P11. Report Citation: North Berkeley BART Permanent Supportive Housing Project, Berkeley, Alameda County, California Cultural Resources Survey Report. Prepared for North Berkeley PSH Partners. March 2025.

\*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1719 Sacramento St \*NRHP Status Code 6Z

Page 2 of 9

- B1. Historic Name: 1719 Sacramento Street  
B2. Common Name: 1719 Sacramento Street  
B3. Original Use: Residential B4. Present Use: residential  
\*B5. **Architectural Style:** Altered Craftsman/California Bungalow Style  
\*B6. **Construction History:** (Construction date, alterations, and date of alterations)

The subject property was constructed in 1925. For additional information on known alterations to the subject property see **Table 1**.

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

\*B8. **Related Features:**

- B9a. Architect: Aaro Niska (designer) b. Builder: Aaro Niska  
\*B10. **Significance:**  
**Theme:** Early 20<sup>th</sup>-century residential development **Area:** North Berkeley  
**Period of Significance:** N/A **Property Type:** N/A **Applicable Criteria:** N/A

The residential building at 1719 Sacramento Street is recommended ineligible for listing in the National Register of Historic Places (National Register) under any criteria.

## North Berkeley Area

The subject property is located across North Berkeley BART Station on Sacramento Street. The area around the station is predominately residential with moderate commercial development concentrated along University Avenue. The following development history of North Berkeley is an excerpt from the "*Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project*" prepared by Rincon Consultants in August 2021.

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

See Continuation Sheet.

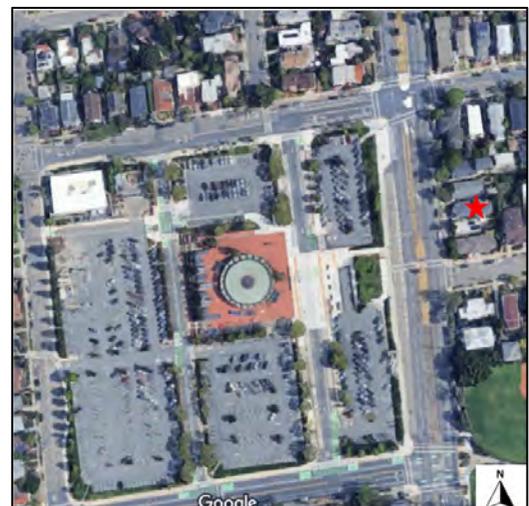
B11. Additional Resource Attributes: none

\*B12. **References:**

See Continuation Sheet.

B13. Remarks: none

\*B14. **Evaluator:** Alison Garcia Kellar, ESA  
**Date of Evaluation:** February 2025



\*Recorded by: Alison Garcia Kellar, ESA

\*Date: February 2025

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

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station. [The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the Composite Report, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the "the last Republican mayor of Berkeley," Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were "aesthetically unattractive" and threatened to "divide the city psychologically along racial lines," in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley's White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City's independent study estimated the difference in cost between BART's proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading 'BURY THE BART TRACKS' in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates,

\*Recorded by: Alison Garcia Kellar, ESA

\*Date: February 2025

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with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley's request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley's bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station's design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley's Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station's above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station's current appearance nor any information covered by research conducted for [Rincon's 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was complete by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension on [sic] [...]. The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>1</sup>

#### *Craftsman and California Bungalow Style (ca. 1905 to 1930)*

The subject building is a modest and altered example of the Craftsman/California Bungalow Style. The Craftsman style is a well-known Progressive Era architectural style (ca. 1905 to 1930) that was inspired by the work of the Greene Brothers of Pasadena. The Greene Brothers were particularly known for their design of high style bungalows that merged English Arts & Crafts influences with wood influences of Japanese-inspired architecture. The Craftsman Bungalow was a particularly popular silhouette that was commonly a one- or one-and-a-half story building with a front porch.

Earlier wood-crafted traditional elements of the Craftsman style eventually evolved into a bungalow form, called the California Bungalow, that was primarily clad in stucco. California Bungalows were frequently adorned with elephantine columns and modernist elements such as vertical and horizontal lines of low relief elements and nested, rectangular window designs. This

<sup>1</sup> Rincon Consultants, "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599), August 12, 2021, 15–17.

\*Recorded by: Alison Garcia Kellar, ESA

\*Date: February 2025

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architectural style is common in the Bay Area due to the form's relatively low cost and suitability for mild climates.<sup>2</sup> Hallmarks of the California Bungalow style include

- Low-pitched gable roof;
- Stucco siding;
- Battered or square porch posts;
- Rectangular windows;
- Simple wood-frame surrounds;
- Porches on the primary façade, often beneath a small gable;
- Dormer windows;
- Deeply projecting overhangs; and
- Exposed roof beams and rafter tails.<sup>3</sup>

Subject Property

*Property and Building History*

The subject property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. According to ParcelQuest, 1719 Sacramento Street was constructed in 1925. Aaro Niska was listed as the builder on the original building permit. The building and property have been modified since original construction.

**Table 1** below includes an accounting of these various changes recorded in the assessment record and available building permit records. Building permits indicate that there was a substantial addition to the property as early as 1929, four years after original construction. The 1929 Sanborn Map depicts 1719 Sacramento Street developed with one-story volume along Sacramento Street and two-story volume oriented at the rear of the property (**Figure 1**). A 1939 building permit indicates that a portion of a garage was removed in order to expand an upper floor bedroom, indicating further expansion of the original structure. Later changes include an electrical service panel upgrade and the installation of a sump pump in the 2020s.

**Table 1: Property and Building History**

Date	Alternation / Change	Source
1924	Application to construct one-story single-family residence	Building permit 17023, (June 3, 1924). On file at Berkeley Architectural Heritage Association.
1925	Single-family residence constructed	ParcelQuest (2025)
1929	Alteration and repairs for addition, including foundation, piers, plasterwork, roofing, joists and rafters	Building permit 33764, (November 22, 1929). On file at Berkeley Architectural Heritage Association.
1939	Removal of overhanging porch. Remove portion of garage and extend to rear of upper bedroom.	Building permit 46860, (June 3, 1939). On file at Berkeley Architectural Heritage Association.
2021	Upgrade main electrical service panel to 200 AMPs	Electrical permit B2020-03427 (October 9, 2020). On file with the City of Berkeley.
2024	Install French drain with sump pump from rear of house to the street.	Building Permit B2024-00238 (January 18, 2024).

<sup>2</sup> San Francisco Planning Department, *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement*, 2023, 71.

<sup>3</sup> San Francisco Planning Department, 71.

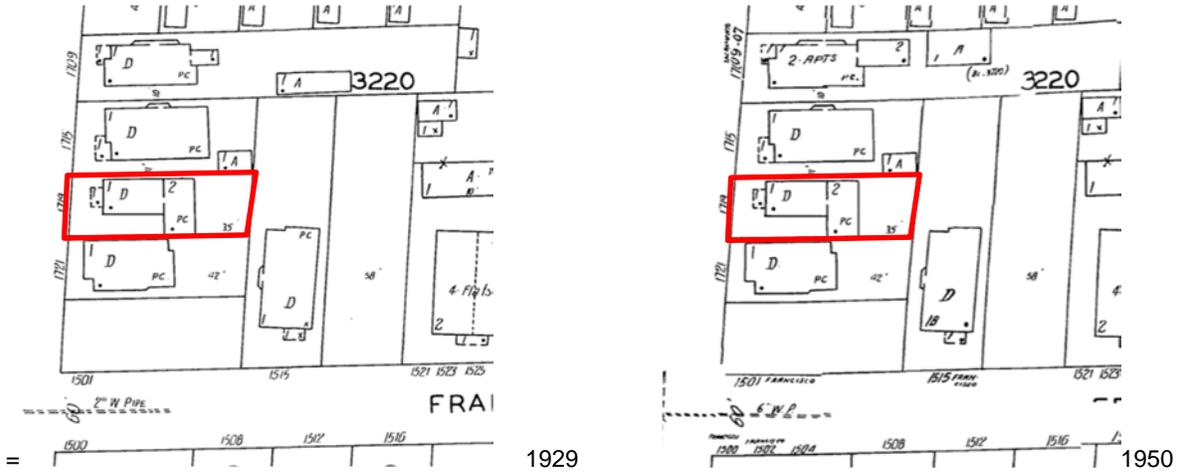
\*Recorded by: Alison Garcia Kellar, ESA

\*Date: February 2025

Continuation

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Date	Alternation / Change	Source
		On file with the City of Berkeley.



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, Volume 1, 1929 and 1950, sheet 33.

**Figure 1.** Site plans of 1719 Sacramento Street, 1929 (left) and 1950 (right). Subject property outlined in red.

*Ownership and Occupancy*

The original building permit indicates that Aaro Niska appeared to be the earliest owner, as well as builder, of the property. City directories and a World War I draft registration card indicate that Niska immigrated from Finland and worked as a carpenter based in Berkeley and Oakland.<sup>4</sup> It does not appear that Niska resided at the residence, which was constructed in 1925. Harold and Anne Eggleston appeared to be the first owners to have lived at the property from roughly 1925 to 1936.<sup>5</sup> Harold was an accountant at his own firm, and Anne was a homemaker. A native of Vermont, he spent time in Guam as a civilian auditor appointed by the Secretary of the Navy before moving to Berkeley in 1921.<sup>6</sup> Harold was community-oriented and served as the financial secretary of Berkeley Lodge No. 363 and was a Freemason. Azorean immigrant and widow Filomena Avella owned the property from about 1939 to 1947, during which time she remarried and changed her last name to Odom after marrying Joe Odom.<sup>7</sup> It does not appear that Filomena resided at the property consistently during her nearly 10 years of ownership. She sold the property to Pamela and Earnest Shearer in 1947, and the couple owned the property for nearly 50 years, selling it in 1994. Earnest worked as salesman at a retail window shade shop.<sup>8</sup> The property sold to couple Joseph H. Johnson and Patricia A. Smith in 1994 who later sold the property to the current owners in 2010.

**Table 2: Ownership/Occupancy History**

Date	Owner / Occupant / Use	Source
1924	Aaro Niska (owner)	Building permit 17023 (June 3, 1924). On file at Berkeley Architectural Heritage Association; R. L. Polk & Co. (1925)
ca. 1925-1936	Harold P. and Anne Eggleston (owner)	R. L. Polk & Co. (1925, 1928, 1933); Building permit 33764, (November 22, 1929). On file at Berkeley Architectural Heritage Association

<sup>4</sup> Oakland, California, City Directory, R. L. Polk & Co., 1928; World War I Draft Registration Card: Vaino Aro Niska, 1917-1918.

<sup>5</sup> U.S. Federal Census, 1930.

<sup>6</sup> "H.P. Eggleston Service to Be Held Friday," *The Berkely Gazette*, October 24, 1951.

<sup>7</sup> U. S. Federal Census, 1940.

<sup>8</sup> U. S. Federal Census, 1950.

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\*Date: February 2025

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Date	Owner / Occupant / Use	Source
ca. 1939-1947	Filomena Avella, Filomena Odom (owner)	Building permit 46860, (June 5, 1939). On file at Berkeley Architectural Heritage Association; U.S Federal Census, 1940; R. L. Polk & Co. (1943); Building ownership card. BAHA August 25, 1947.
ca. 1947	Joe Odom	Building ownership card. BAHA August 25, 1947
1947-1990	Pamela L. and Earnest C. Shearer (owners)	Alameda County Clerk-Recorder, Document 90186331 (July 9, 1990)
1990-1994	Raymond D. Shearer, and Ernest C. and Pamela L. Shearer (owners)	Alameda County Clerk-Recorder, Document 1994185007 (May 16, 1994)
1994-2010	Joseph H. Johnson and Patricia A. Smith (owners)	Alameda County Clerk-Recorder, Document 2010335631 (November 16, 2010)
2010-Present	Marc J. and Jennifer P. Wolf (owners)	Alameda County Clerk-Recorder, Document 2010335631 (November 16, 2010)

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>9</sup> They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 1719 Sacramento Street is evaluated below for potential historic significance according to National Register Criteria A through D.

*Criterion A – Events*

Preliminary research did not identify any significant association between the multi-family residential building at 1719 Sacramento Street and important events in the past. The subject building was constructed in 1925, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1719 Sacramento

<sup>9</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>.

\*Recorded by: Alison Garcia Kellar, ESA

\*Date: February 2025

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Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1719 Sacramento Street does not appear to possess significance under Criterion A.

*Criterion B – People*

Preliminary research did not identify any significant association between the residential building at 1719 Sacramento Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the subject building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the subject property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1719 Sacramento Street does not appear to possess significance under Criterion B.

*Criterion C – Design*

1719 Delaware Street was constructed as a one-story single-family residence in 1925. It was designed in the Craftsman/California Bungalow Style and possesses several character-defining features of the style, such as stucco siding, a porch on the primary façade, a gabled roof, and projecting eaves. However, the subject building appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. As such, it does not appear to be significant for its design or engineering. Surviving building permits indicate that the residence was designed and built by an individual named "Aaro Niska." Preliminary research does not suggest that Niska significant to the residential development of Berkeley or was considered a master builder. Moreover, the property has undergone several alterations and additions since the time of its construction. For these reasons, 1719 Sacramento Street does not appear to possess significance under Criterion C.

*Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1719 Sacramento Street is representative of residential property types constructed in North Berkeley during the early twentieth century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There is no evidence to suggest that 1719 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it does not appear to possess significance under Criterion D.

*Integrity Analysis*

In addition to being eligible for listing under at least one of the 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 building at 1719 Sacramento Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

Summary

Based on a site survey, archival research, and the analysis presented above, the building at 1719 Sacramento Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1719 Sacramento Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act.

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

Alameda County Clerk-Recorder. Document 90186331. July 9, 1990. Accessed February 26 2025.

Alameda County Clerk-Recorder. Document 1994185007. May 16, 1994. Accessed February 26, 2025.

Alameda County Clerk-Recorder. Document 2010335631. November 16, 2010. Accessed February 26 2025.

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\*Recorded by: Alison Garcia Kellar, ESA

\*Date: February 2025

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

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\*Resource Name or #: 1721 Sacramento St

**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 ; ¼ of ¼ of Sec 11 ; B.M. MDM

Address 1721 Sacramento Street City Berkeley Zip 94702

UTM: Zone 10 S 563135.05 mE/ 4192103.05 mN; NAD 83

e. Other Locational Data: APN: 058-2151-015-00

**\*P3a. Description:**

The property at 1721 Sacramento Street is occupied by a Spanish Colonial Revival style two-story single-family residential building, constructed in 1927. The subject property has a rectangular footprint, asphalt shingled intersecting gabled roof and is clad in stucco. The primary (west) façade faces Sacramento Street and is asymmetrically composed. The northern end of the facade includes a two-story bay which has a single-car garage with a two-leaf, carriage-style wood door at the ground floor and a tripartite window assembly at the upper floor. A planter box with decorative brackets sits below the window assembly, and an awning roof clad in terracotta coping with decorative brackets sits above the window assembly. The roofline is clad in rolled roofing with terracotta coping and includes an asymmetrical front-facing gable at the two-story volume which extends southward to also cover a semi-enclosed front porch at the southern end of the facade. Accessible via a set of concrete steps, the recessed front porch includes a wood soffit and column, and a large picture window at top of the landing. A single wood casement window with metal security bars sits generally centered in the facade. A chimney extends through the gable peak on the south facade. The property is slightly setback from the street and has a concrete driveway leading to the garage. Non-original pavers form planting areas on either side of the front steps that include mature landscaping.

**\*P3b. Resource Attributes:** HP 2. Single-family property.

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

P5b. Description of Photo: View of the primary (west) façade of 1721 Sacramento Street, facing east



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

Historic  Prehistoric  Both  
1927. Source: Building Permit 27495 (1927)  
On file at Berkeley Architectural Heritage Association.

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

Eileen F. Hughes Trustee  
1721 Sacramento Street  
Berkeley, CA 94702-1501

**P8. Recorded by:**

Alison Garcia Kellar, ESA  
180 Grand Avenue, Suite 1050  
Oakland, CA 94612

**\*P9. Date Recorded:** February 12, 2025

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

**\*P11. Report Citation:** North Berkeley BART Permanent Supportive Housing Project, Berkeley, Alameda County, California Cultural Resources Survey Report. Prepared for North Berkeley PSH Partners. March 2025.

**\*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1721 Sacramento St \*NRHP Status Code 6Z  
Page 2 of 10

- B1. Historic Name: 1721 Sacramento Street  
B2. Common Name: 1721 Sacramento Street  
B3. Original Use: Residential B4. Present Use: Residential  
\*B5. **Architectural Style:** Spanish Colonial Revival  
\*B6. **Construction History:** (Construction date, alterations, and date of alterations)

The subject property was constructed in 1927. For additional information on known alterations to the subject property see **Table 1**.

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

\*B8. **Related Features:**

B9a. Architect: Unknown b. Builder: Unknown

\*B10. **Significance:**

**Theme:** Early 20<sup>th</sup>-century residential development **Area:** North Berkeley  
**Period of Significance:** N/A **Property Type:** N/A **Applicable Criteria:** N/A

The residential building at 1721 Sacramento Street is recommended ineligible for listing in the National Register of Historic Places (National Register) under any criteria.

## North Berkeley Area

The subject property is located across North Berkeley BART Station on Sacramento Street. The area around the station is predominately residential with moderate commercial development concentrated along University Avenue. The following development history of North Berkeley is an excerpt from the "*Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project*" prepared by Rincon Consultants in August 2021.

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

See Continuation Sheet.

B11. Additional Resource Attributes: none

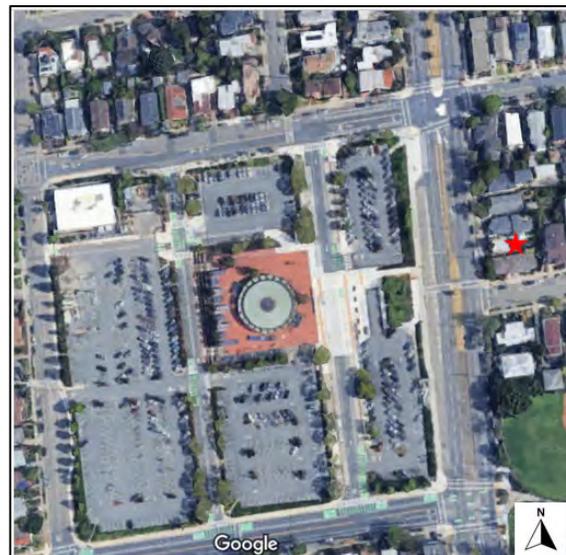
\*B12. **References:**

See Continuation Sheet

B13. Remarks: none

\*B14. **Evaluator:** Alison Garcia Kellar, ESA

\***Date of Evaluation:** February 2025



\*Recorded by: Alison Garcia Kellar, ESA

\*Date: February 2025

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

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station. [The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the Composite Report, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the "the last Republican mayor of Berkeley," Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were "aesthetically unattractive" and threatened to "divide the city psychologically along racial lines," in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley's White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City's independent study estimated the difference in cost between BART's proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading 'BURY THE BART TRACKS' in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates,

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with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley's request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley's bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station's design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley's Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station's above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station's current appearance nor any information covered by research conducted for [Rincon's 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was complete by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension on [sic] [...]. The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>1</sup>

#### *Spanish Colonial Revival Style (ca. 1915–1940)*

The beginnings of Spanish Revival style architecture date to 1915, when it was introduced at the Panama-California Exposition in San Diego. The period revival styles grew in popularity following World War I and were patterned after buildings of earlier historic periods. The most common style in the Southwest was the Spanish Revival. Inspired by the Panama-California Exposition, many architects found Southern California the ideal setting for this architectural style. Numerous publications argued in favor of this period revival style for the "Mediterranean environment" of California, including W. Sexton's *Spanish Influence on American Architecture and Decoration* (1926) and Rexford Newcomb's *The Spanish House for America Its Design, Furnishing, and Garden* (1927).<sup>2</sup>

Architect Bertram Grosvenor Goodhue's comprehensive set of Spanish Revival structures for the Panama-California Exposition catalyzed a region-wide building trend that incorporated Spanish and Moorish influences and even supplanted the previously popular Mission Revival style. The many Spanish Revival and Mediterranean Revival commercial, civic and residential structures that were built became a key component in the forging of regional identity and quest for legitimacy, since

<sup>1</sup> Rincon Consultants, "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599), August 12, 2021, 15–17.

<sup>2</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 520-534.

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the style helped perpetuate powerful romantic myths about California’s origins tied to New Spain. Decorative elements that were appropriated from indigenous American cultures (Native American, Mayan, Aztec) were sometimes incorporated into these eclectic designs to infuse exoticism, along with a certain brand of perceived cultural authenticity.<sup>3</sup>

The Spanish Revival style and its variants were widely used throughout California for both commercial and residential properties. The typical identifying features of the Spanish Revival style include a low-pitched red tile roof with little or no eave overhang, the use of arches on principal fenestration, ornate low-relief carvings highlighting arches, stucco walls, and an asymmetrical facade.<sup>4</sup>

Subject Property

*Property and Building History*

The subject property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. According to the original building permit on file at the Berkeley Architectural Heritage Association, 1721 Sacramento Street was constructed in 1927. The 1929 Sanborn map depicts the property as being developed with a one-story residential building with a detached garage (**Figure 1**).

According to building permit records and other property records on file with the Berkeley Architectural Heritage Association, recorded in newspapers and historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time, and they are listed in **Table 1** below. A photograph from 1950 illustrates the building roughly 20 years after construction, with its original tripartite window assembly with multi-lite windows at the upper floor, and an open-air porch with French doors (**Figure 2**). A 1971 photograph of the property shows the altered aluminum window assembly at the upper floor, and a large picture window in place of the earlier French doors – both of which remain today (**Figure 3**). The property was reroofed in 1963, and a wood awning roof was added to the front porch in 1965. An advertisement for the home in 1971 indicates that the home included a “Living room with fireplace, dining room, nice sunny kitchen overlooking backyard, two big bedrooms and one bath.”<sup>5</sup> Later modifications include the construction of a deck at the rear of the home, and seismic and plumbing upgrades.

**Table 1: Property and Building History**

Date	Alteration / Change	Source
1927	Application for one-story residence, valued at \$2000	Building permit 27495 (April 6, 1927). On file at Berkeley Architectural Heritage Association.
1936	Roof repair	Building permit 41454 (October 7, 1936). On file at Berkeley Architectural Heritage Association.
c. 1950-1971	Porch roof enclosure, replacement of original windows with aluminum	Visual comparison of photographs in building ownership card on file at Berkeley Architectural Heritage Association
1963	Reroof over existing roof with tar and gravel	Building permit 97121 (February 27, 1963). On file with the Cit of Berkeley
1965	Addition of wood awning over door and window	Building permit 104190 (September 1, 1956). On file with the Cit of Berkeley
1977	Reroof with hot tar and gravel	Building permit 081177619 (August 11, 1977). On file with the City of Berkeley
1997	Construct small 2 x 10 deck in the rear yard	Building permit B1997-00896 (March 5, 1997). On file with the City of Berkeley

<sup>3</sup> David Gebhard, “The Myth and Power of Place,” in Canizaro, Vincent. ed., *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition*, (Princeton, NJ: Princeton Architectural Press, 2007).

<sup>4</sup> McAlester, 520-534.

<sup>5</sup> “OPEN SUNDAY 1-3: 1721 Sacramento St.,” *The Berkeley Gazette*, June 10, 1971.

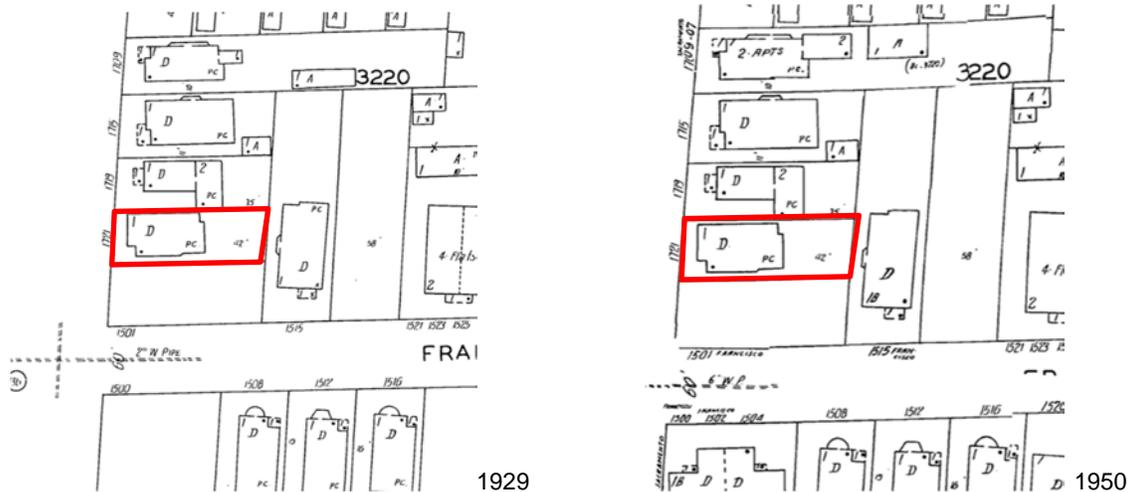
\*Recorded by: Alison Garcia Kellar, ESA

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Date	Alternation / Change	Source
2003	Seismic upgrades, install hold downs, bolts, and plywood bracing panels	Building permit B2003-03675 (August 20, 2003). On file with the City of Berkeley
2006	Partial re-pipe for laundry and toilet, sink in bathroom replace gas water with tankless	Plumbing permit B2006-00307 (January 26, 2006); plumbing permit B2006-00288, (January 23, 2006). On file with the City of Berkeley
2017	Remodel bathroom and replace window	Building permit B2017-03451 (August 9, 2017). On file with the City of Berkeley
2018	Upgrade electrical panel	Building permit B2018-01671 (April 30, 2018). On file with the City of Berkeley
2022	Replace tankless water heater	Building permit B2022-00847 (February 25, 2022). On file with the City of Berkeley
2023	Install solar panels on roof	Building permit B2023-01672 (April 5, 2023). On file with the City of Berkeley



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, Volume 1, 1929 and 1950, sheet 33.  
**Figure 1.** Site plans of 1721 Sacramento Street, 1929 (left) and 1950 (right). Subject property outlined in red.



Source: Property Ownership File for 1721 Sacramento Street, Berkeley Heritage Association, 1950  
**Figure 2.** Photograph of west elevation of 1721 Sacramento as it appeared in 1950



Source: Property Ownership File for 1721 Sacramento Street, Berkeley Heritage Association, 1971  
**Figure 3.** Photograph of west elevation of 1721 Sacramento as it appeared in 1971

#### *Ownership and Occupancy*

A list of known owners and occupants is presented in **Table 2** below. The earliest known owner of the subject property was Maura Aseel as listed on the original 1927 building permit. Records indicate that husband and wife Charles (C.Y.) and Anita Woods Charles Woods owned 1721 Sacramento Street from about 1930 through 1950. Charles was a fire captain with the City of Berkeley Fire Department. The Woods' son, David, also lived in the home shortly after he married in 1948. David was a Navy radioman veteran who served in the South Pacific, and his wife was employed with Oakland Offices of Veterans Administration.<sup>6</sup> The Woods sold the property to Frank and Ida Stitzer in 1950. Frank was a member

<sup>6</sup> "David K. Woods and Bride At Home Now in Berkeley," *The Berkeley Gazette*, May 18, 1948.

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and president of a Berkeley chapter of a painter's union, and he passed away in 1954.<sup>7</sup> Ida passed away in 1962, when the property appeared to transfer to May Kassis according to the property ownership card on file with the Berkeley Architectural Heritage Association.<sup>8</sup> The home stayed in the Kassis family for nearly 20 years, when it was sold to the current owners in 1981.

**Table 2: Ownership History**

Date	Owner / Occupant / Use	Source
1927	Maura Aseel	Building permit 27495 (April 6, 1927). On file at Berkeley Architectural Heritage Association
ca. 1930-1950	Charles L. and Anita B. Woods (owners)	US Federal Census, 1930; Property Ownership Card for 1721 Sacramento Street, on file at Berkeley Architectural Heritage Association; <i>The Berkeley Gazette</i> (1950)
1948	David K. Woods	<i>The Berkeley Gazette</i> (1948)
1950-1962	Frank L. and Ida E. Stitzer (owners)	Property Ownership Card for 1721 Sacramento Street, on file at Berkeley Architectural Heritage Association.
1962-1972	John D. and May Kassis (owner)	Property Ownership Card for 1721 Sacramento Street, on file at Berkeley Architectural Heritage Association; Alameda County Clerk-Recorder, Document 72081962 (June 19, 1972)
1972-1981	John D. Kassis (owner)	Property Ownership Card for 1721 Sacramento Street, on file at Berkeley Architectural Heritage Association; Alameda County Clerk-Recorder, Document 1981142739 (August 21, 1981)
1981-Present	Stanford and Eileen Hughes (owners) Eileen F. Hughes Trustee (owner)	Alameda County Clerk-Recorder, Document 2019206009 (October 10, 2019)

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

<sup>7</sup> "Stitzer," *The Berkeley Gazette*, October 22, 1954.

<sup>8</sup> "Stitzer," *The Berkeley Gazette*, January 20, 1962.

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- 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>9</sup> They are location, design, setting, materials, workmanship, feeling, and association.

### Significance Evaluation

The subject property at 1721 Sacramento Street is evaluated below for potential historic significance according to National Register Criteria A through D.

#### *Criterion A – Events*

Preliminary research did not identify any significant association between the multi-family residential building at 1721 Sacramento Street and important events in the past. The subject building was constructed in 1927, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1721 Sacramento Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1721 Sacramento Street does not appear to possess significance under Criterion A.

#### *Criterion B – People*

Preliminary research did not identify any significant association between the residential building at 1721 Sacramento Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the subject building has continuously functioned as a single-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the subject property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1721 Sacramento Street does not appear to possess significance under Criterion B.

#### *Criterion C – Design*

The building at 1721 Sacramento Street was constructed as a single-family house in 1927. It was designed in a simplified Spanish Colonial Revival Style and possesses several character-defining features of the style, such as stucco siding, a red tile roof with no eave overhang, and an asymmetrical facade. However, the building appears to be a simplified example of single-family home articulated in the style and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. Research did not identify an original architect or a builder for the property. Moreover, it has undergone several alterations and additions since the time of its construction. For these reasons, 1719 Sacramento Street does not appear to possess significance under Criterion C.

#### *Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1721 Sacramento Street is representative of residential property types constructed in North Berkeley during the early twentieth century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There is no evidence to suggest that 1721 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it does not appear to possess significance under Criterion D.

### *Integrity Analysis*

In addition to being eligible for listing under at least one of the 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 building at 1721

<sup>9</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>.

\*Recorded by: Alison Garcia Kellar, ESA

\*Date: February 2025

Continuation

Update

Sacramento Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

Summary

Based on a site survey, archival research, and the analysis presented above, the building at 1721 Sacramento Street is recommended ineligible under any National Register criteria. Therefore, 1721 Sacramento Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act.

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

Alameda County Clerk-Recorder. Document 72081962. June 19, 1972. Accessed February 25, 2025.

Alameda County Clerk-Recorder. Document 1981142739. August 21, 1981. Accessed February 25, 2025.

Alameda County Clerk-Recorder. Document 2019206009. October 10, 2019. Accessed February 25, 2025.

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Building permit 41454. October 7, 1936. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit B1997-00896. March 5, 1997. On file at the City of Berkeley. Berkeley, California.

Building permit B2003-03675. August 20, 2003. On file at the City of Berkeley. Berkeley, California.

Building permit B2017-03451. August 9, 2017. On file at the City of Berkeley. Berkeley, California.

Building permit B2018-01671. April 30, 2018. On file at the City of Berkeley. Berkeley, California.

Building permit B2022-00847. February 25, 2022. On file at the City of Berkeley. Berkeley, California.

Building permit B2023-01672. April 5, 2023. On file at the City of Berkeley. Berkeley, California.

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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

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**\*Resource Name or #:** 1504 Francisco Street

**P1. Other Identifier:** none

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

**\*a. County** Alameda

**\*b. USGS 7.5' Quad** Richmond, CA      **Date** 2021      **T** 01S; **R** 04W; **B.M.** MDM

**c. Address** 1504 Francisco Street      **City** Berkeley      **Zip** 94703

**d. UTM:** Zone 10S; 563143.38 mE / 4192060.25 mN; NAD 83

**e. Other Locational Data:** APN: 058-2151-22

**\*P3a. Description:** The property at 1504 Francisco Street is occupied by a one and two-story, 1,624-square foot multiple family residential building which features a roughly rectangular footprint with a flat roof. The building is comprised of a central, two-story volume with a second, one-story volume that projects to south (rear) as well as to the east and west. The primary (north) façade faces Francisco Street. The primary façade of the central volume features two garage doors on the first floor. The second-floor features two pairs of eight-lite vinyl sliding windows with four-lite single hung windows, flanked by exterior shutters, as well as small, diamond decorative details in the stucco finish. The east and west volumes' primary façades feature the same window assemblage, along with covered entrances that feature flat roofs and half-walls; behind the half-walls are small brick staircase leading to the pedestrian entrances. Each entry is through a screen door.

The east and west facades of the central volume and the building are also clad in stucco. The central, two-story volume features no fenestration, while the single-story volume's façade features a pair of 4-lite single hung windows flanked by an exterior shutter. The east façade is separated from the adjacent building by approximately 20 feet, while the west façade overlooks Sacramento Street. The rear (north) façade is not visible from the public right of way.

**\*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) and secondary (east) façades of subject property at 1504 Francisco Street, view to southwest (ESA, 2025).

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

Historic  Prehistoric

Both

1941 (Source: Alameda County Assessor, City of Berkeley Building Permits)

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

George S. and Freddy S. Chuck Trusts

3881 Silvera Ranch Drive

Dublin, CA 95468

**P8. Recorded by:**

Alison Garcia-Kellar, M.S.

Environmental Science Associates

**\*P9. Date Recorded:** February 12, 2025

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

**\*P11. Report Citation:** ESA. *North Berkeley BART Permanent Supportive Housing Project, Berkeley, Alameda, California Cultural Resources Survey Report*. Prepared for North Berkeley PSH Partners. March 2025.

**\*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1504 Francisco Street  
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\*NRHP Status Code 6Z

- B1. Historic Name: 1502-1504 Francisco Street  
B2. Common Name: 1504 Francisco Street  
B3. Original Use: Multi-family residence  
B4. Present Use: Multi-family residence

\*B5. **Architectural Style:** Vernacular International Style

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

The building at 1504 Francisco Street was constructed in 1941, according to records from the Alameda County Assessor and Building Permits. For additional information about known alterations, see **Table 1** below.

\*B7. **Moved?**  No  Yes  Unknown **Date:**

**Original Location:**

\*B8. **Related Features:** none

B9a. Architect: Unknown

b. Builder: Chas McLean

\*B10. **Significance: Theme** Early 20<sup>th</sup> century residential development

**Area** North Berkeley

**Period of Significance** N/A

**Property Type** N/A

**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 1504 Francisco Street does not possess significance under any National Register of Historic Places (National Register) criteria. It is not associated with events that have made a significant contribution to the broad patterns of our history (Criterion A), nor are there historically significant individuals who are associated with the building during their productive lives (Criterion B). It is a common and vernacular example of the International style as applied to a multi-family residence that does not rise to the level necessary for inclusion in the National Register (Criterion C). Its common construction is unlikely to yield new or important information (Criterion D). The building located at 1504 Francisco Street is recommended ineligible for listing in the National Register.

Continued on page 3.

B11. Additional Resource Attributes: (List attributes and codes) N/A

\*B12. **References:** See page 13.

B13. Remarks: none

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

\***Date of Evaluation:** March 2025



\*Recorded by: A. Hrycyk, ESA

\*Date: March 2025

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

North Berkeley Area

The subject property at 1504 Francisco Street is located northeast of the intersection of Francisco Street and Sacramento Street. Sacramento Street functions as the north-south border between North and Northwest Berkeley, which are predominately residential neighborhoods with commercial development concentrated along University Avenue. The following development history of this area of Berkeley is an excerpt from "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project":

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station.

[The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the *Composite Report*, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the "the last Republican mayor of Berkeley," Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were "aesthetically unattractive" and threatened to "divide the city psychologically along racial lines," in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley's White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City's independent study estimated the difference in cost between BART's proposal and

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an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading 'BURY THE BART TRACKS' in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates, with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley's request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley's bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station's design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley's Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station's above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station's current appearance nor any information covered by research conducted for [Rincon's 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was complete by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension. The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>1</sup>

<sup>1</sup> Rincon Consultants, "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599), August 12, 2021, 15–17.

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The Subject Property is an example of an apartment building designed in a restrained International Style. The following historic context on the property type is adapted from the Historic Context on “Flats and Small Apartment Buildings” developed by ICF Consulting for the San Francisco Planning Department.<sup>2</sup>

*Architectural Style: International Style*

Pioneered by European architects in the early 20<sup>th</sup> century, the International Style is distinguished by a building volume that has been pared down to an essential mass. It lacks elaborate detailing, has a horizontal orientation, and often uses broad expanses of glass. The style is rare in pre-World War II multi-family housing, though likely was more common in areas surrounding San Francisco, which had a significant growth of multi-family apartment buildings in the first half of the 20<sup>th</sup> century. Common features of the style, as applied to flats and apartment buildings, include:

- Broad, horizontal orientation
- Simple cubic massing with a flat roof
- Stucco or concrete cladding
- Lack of applied ornamentation or roofline treatments
- Corner windows

Subject Property

*Property and Building History*

According to the original building permit obtained from the Berkeley Architectural History Association (BAHA), the subject property was constructed in 1941. As such, the subject property is first visible in an aerial photograph from 1946 and a 1950 Sanborn Fire Insurance Map (**Figures 1 and 2**). The subject property is also visible on an aerial photograph from 1958 (**Figure 3**). The 1980 Sanborn Map shows the Subject Property at 1504 Francisco Street with the same footprint as present and indicates that there are two residential units within the building (**Figure 4**).

The original building permit (City of Berkeley Permit #50526), issued to Edward Maybern on March 24, 1941, was for a duplex to be a 35' x 60' building with a concrete foundation, clad in stucco, constructed by Builder Chas McLean of Oakland, California. Records from BAHA indicate that the subject property was placed for sale in 1969 and characterized as a duplex where each unit has one living room, a bedroom, “eating space,” kitchen, hardwood floors, and a washroom in the basement. By 1971, the real estate record indicates that the subject property is in a “good location just across the street from the new BART station.”<sup>3</sup> In 1977, the real estate records indicate that the owner occupied one unit, with a tenant occupying the other, and characterized the subject property as “small but charming” with “inside entry from garage.”<sup>4</sup> The records from BAHA also contained a composite photograph of the subject property showing its appearance in 1969, 1971, and 1977 (**Figure 5**).

According to property records on file with BAHA, historic aerial imagery, and ESA staff observations during an intensive pedestrian survey in February of 2025, there have small changes to the Subject Property, most notably replacement of the original windows on the primary façade. A comparison of the windows is shown below in **Figures 6-8**. It is unknown at what date between 1977 and 2025 these changes occurred.

**Table 1** below includes an accounting of these various changes recorded from contemporary building permit records and visual inspection.

**Table 1: Property and Building History**

Date	Alternation / Change	Source
March 1941	Construct 35' x 60' building with concrete foundation, stucco cladding, and two units	City of Berkeley Building Permit #50526
Aug. 2006	Roofing – tear off and add modified	City of Berkeley Building Permit #B2006-03427

<sup>2</sup> ICF Consulting, “Flats and Small Apartment Buildings (1915-1978),” (San Francisco Planning Department, 2011), F-27.

<sup>3</sup> Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

<sup>4</sup> Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.



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\*Date: March 2025

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**Figure 3.** Subject Property at 1504 Francisco Street, as depicted on an aerial photograph from 1958 (red).  
*Source: Sanborn Maps via EDR*



**Figure 4.** Subject Property at 1504 Francisco Street, as depicted on the 1980 Sanborn Fire insurance map (red).  
*Source: Sanborn Maps via EDR*

\*Recorded by: A. Hrycyk, ESA

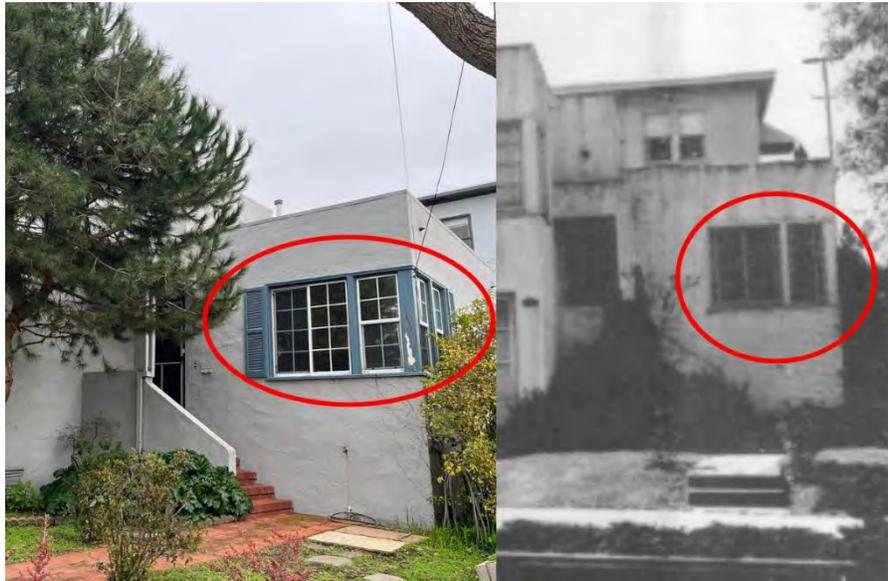
\*Date: March 2025

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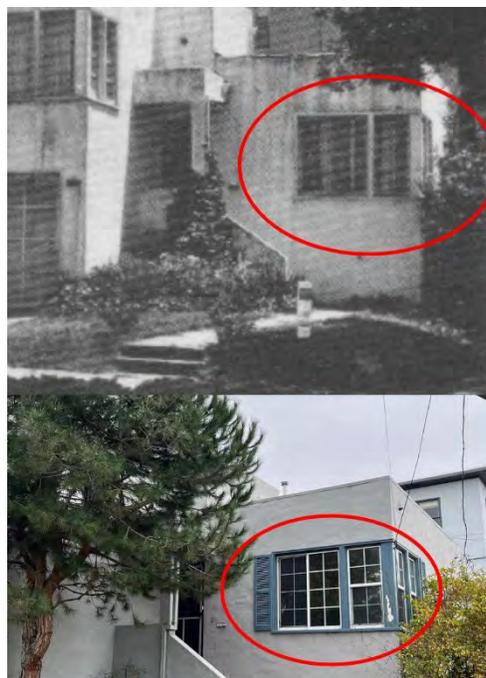


**Figure 5.** Comparison of photographs of 1504 Francisco Street, ca. 1969 (top), 1971 (middle), and 1977 (bottom)  
Source: BAHA



**Figure 6.** Comparison of changes from ca.1971 to 2025 in the windows of primary (north) façade of 1504 Francisco Street, altered windows indicated with red circles.

Source: BAHA, ESA



**Figure 7.** Comparison of changes from ca.1969 to 2025 in the windows of primary (north) façade of 1504 Francisco Street, altered windows indicated with red circles, new window opening indicated with blue circle.

Source: BAHA, ESA

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\*Date: March 2025

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**Figure 8.** Comparison of changes from ca.1969 to 2022 in the windows of primary (south) façade of 1504 Francisco Street, altered windows indicated with red circles, new window opening indicated with blue circle.  
 Source: BAHA, Google Street View

*Ownership and Occupancy*

A list of known owners and occupants of the subject property at 1504 Francisco Street is detailed in **Table 2** below. A preliminary review of newspaper articles and available property ownership records indicates that this building has been continuously owned by a variety of individuals since the 1940s, and BAHA records and information from City Directories indicate that the duplex was rented out to a variety of tenants throughout its history. Research did not uncover any significant history associated with any residents or owners of 1504 Francisco Street.

**Table 2: Ownership and Occupancy History**

Date	Address	Owner / Occupant / Use	Source(s)
March 1941	1502-1504	Edward Maybem (owner)	BAHA Records <sup>5</sup>
July 1943 – Sept. 1971	1502-1504	Angelo and Louise Marinelli (owner)	BAHA Records <sup>6</sup>
May 1949	1504	L.C. and Marjorie Dowrey	Oakland Post Enquirer <sup>7</sup>
June 1949	1502	Donald Morse and Dorla Mays	Oakland Post Enquirer <sup>8</sup>
Nov. 1951	1504	John Bruce Voegtly and Genevieve Siserone	Berkeley Gazette <sup>9</sup>
Aug. 1959	1504	Ronald Ray Florence and Donna Meyes	Berkeley Gazette <sup>10</sup>
Sept. 1971	1502-1504	John & Mary O'Leary (owner)	BAHA Records <sup>11</sup>
March 1977	1502-1504	Olga C. Byrd (owner)	BAHA Records <sup>12</sup>
1943	1504	George W. and Frances Hicks	R.L., Polk & Co
1950	1504	Robert Voegtly	The Pacific Telephone & Telegraph Co.
1954	1504	John Voegtly	The Pacific Telephone & Telegraph Co.

<sup>5</sup> Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.  
<sup>6</sup> Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.  
<sup>7</sup> "Expectant Father Catches Fire," *Oakland Post Enquirer*, May 31, 1949.  
<sup>8</sup> "Vital Statistics Marriage License," *Oakland Post Enquirer*, June 16, 1946.  
<sup>9</sup> "Vital Statistics: Marriage Licenses Issued in Alameda County," *Berkeley Gazette*, November 19, 1951.  
<sup>10</sup> "Vital Statistics: Marriage Licenses Issued in Alameda County," *Berkeley Gazette*, August 28, 1959.  
<sup>11</sup> Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.  
<sup>12</sup> Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

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Date	Address	Owner / Occupant / Use	Source(s)
1962	1504	Duane Chapman	Pacific Telephone
1975	1504	Mary O'Leary	Pacific Telephone
1992	1504	Steven and Lynn Adachi	Cole Information, Pacific Bell Directory
1995-2014	1504	Occupant Unknown	Cole Information
2017	1504	Anne Bennedsen	Cole Information
1943	1502	Edward and E Meybern	R.L., Polk & Co
1945	1502	Marth Salo	The Pacific Telephone & Telegraph Co.
1950	1502	Donald Morse	The Pacific Telephone & Telegraph Co.
1955	1502	Martha Salo	The Pacific Telephone & Telegraph Co.
1962	1502	M. Furstenburg	Pacific Telephone
1970	1502	William and Mary Smith	Pacific Telephone Directory
1980	1502	M. Sexon	Pacific Telephone
1986	1502	Liao Chijun	Pacific Bell White Pages
1992	1502	Flora Chu	Pacific Bell Directory, Cole Information
1995	1502	Occupant Unknown	Cole Information
2000	1502	Anuj Puri	Pacific Bell, Cole Information
2005-2006	1502	L. Valvelli	Haines Company, Inc., Cole Information
2010-2014	1502	Paul Lynch	Cole Information
2017	1502	C. Kafetzopoulous	Cole Information

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"

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present seven aspects of integrity that should be considered when evaluating buildings as historic resources.<sup>13</sup> They are: location, design, setting, materials, workmanship, feeling, and association.

#### Significance Evaluation

The subject property at 1504 Francisco Street is evaluated below for potential historic significance according to National Register Criteria A through D.

##### *Criteria A – Event*

Preliminary research did not identify any significant associations between the multiple family residence at 1504 Francisco Street and important events in history. The subject property at 1504 Francisco Street was constructed in 1941, decades after the initial residential character was set for North Berkeley. Review of archival data does not indicate that 1504 Francisco Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1504 Francisco Street does not appear to possess significance under Criterion A.

##### *Criterion B – People*

Preliminary research did not identify any significant associations between the subject property at 1504 Francisco Street and important persons. City directories, census data, and newspaper articles identified many short-term tenants over the years, suggesting that the subject property functioned as a rental property owned by landlords for much of its existence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the subject property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1504 Francisco Street does not appear to possess significance under Criterion B.

##### *Criterion C – Architecture*

The subject property at 1504 Francisco Street has functioned as a multiple family residence since its construction in 1941, which is a common property type in Berkeley and nearby cities throughout the 20<sup>th</sup> century.<sup>14</sup> A review of property records and historic photographs confirms that various alterations have been made since the subject property's initial construction, including the replacement of major windows on the primary elevation. Despite these alterations, the subject property largely retains its original massing, footprint, and spatial relationship of two separate residential units within one building (i.e., a duplex). The property was designed in a vernacular interpretation of the International Style and retains some character defining features of the style such as geometric, bulky massing and a lack of ornamentation. However, the subject property appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion on the National Register. Both multiple family residential properties and the vernacular modern architectural style are found throughout the City of Berkeley and nearby cities throughout the 20<sup>th</sup> century and are not a unique property type or design, not does the subject property possess high artistic values. The original building permit lists Chas McLean as the building, however research did not indicate he was a notable builder within the City of Berkeley or the greater San Francisco Bay area. The building's original and subsequent design professionals and/or craftsmen are unknown, however the subject property does not appear to represent the work of a master. For these reasons, 1504 Francisco Street does not appear to possess significance under Criterion C.

##### *Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The Subject Property does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known about the period in which it was constructed, its method of construction, or its design. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There is no evidence to suggest that 1504 Francisco Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it does not appear to possess significance under Criterion D.

<sup>13</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Office of Historic Preservation, Department of Parks and Recreation, 1995), Accessed February 18, 2025, <https://ohp.parks.ca.gov/1054/files/manual95.pdf>

<sup>14</sup> ICF Consulting, "Flats and Small Apartment Buildings (1915-1978)," (San Francisco Planning Department, 2011), F-27.

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*Integrity Analysis*

In addition to being eligible for listing under at least one of the 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 building at 1504 Francisco Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

Summary

Based on a site survey, archival research, and the analysis presented above, the building at 1504 Francisco Street is recommended ineligible for listing under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1504 Francisco Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act.

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

*Berkeley Gazette*. "Vital Statistics: Marriage Licenses Issued in Alameda County." November 19, 1951.

—— "Vital Statistics: Marriage Licenses Issued in Alameda County." August 28, 1959.

California Office of Historic Preservation, Instructions for Recording Historical Resources, (Office of Historic Preservation, Department of Parks and Recreation, 1995), Accessed February 18, 2025, <https://ohp.parks.ca.gov/1054/files/manual95.pdf>

ICF Consulting. "Flats and Small Apartment Buildings (1915-1978)." San Francisco Planning Department. 2011.

*Oakland Post Enquirer*. "Expectant Father Catches Fire." May 31, 1949.

—— "Vital Statistics Marriage License." June 16, 1946.

ParcelQuest. Alameda County assessor records for 1504 Francisco Street. Accessed February 18, 2025

Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1950. Sheet 33. EDR Inquiry #7506483.3.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1980. Sheet 33. EDR Inquiry #7506483.3.

USGS Aerial Photograph, July 25, 1958. EDR Inquiry #7506493.11.

USGS Aerial Photograph, October 28, 1946. EDR Inquiry #7506493.11.

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 12    **\*Resource Name or #:** 1501 Francisco Street

**P1. Other Identifier:** 1501-1503 Francisco Street

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

- \*a. County** Alameda
- \*b. USGS 7.5' Quad** Richmond, CA                      **Date** 2021    **T** 1S; **R**4W; **B.M.** MDM
- c. Address** 1501 Francisco Street                      **City** Berkeley                      **Zip** 94703
- d. UTM:** Zone 10S, 563141.25 mE / 4192094.98 mN; NAD 83
- e. Other Locational Data:** APN: 058-2151-14

**\*P3a. Description:** The property at 1501 Francisco Street, which is also addressed as 1501-1503 Francisco Street, is occupied by a one and a half story, 1,718-square foot, multiple family residential building that features a rectangular footprint and multiple low-pitched hipped roof forms covered in composite shingles. The primary (south) façade faces Francisco Street and features a projecting central volume flanked by two volumes which each contain one residential unit. The first floor is clad with a brick veneer watertable and the central volume features two, roll-up garage doors of contemporary construction. The second floor is clad in painted stucco; the central volume features two pairs of eight-lite fixed windows, while the east and west volumes' primary facades each feature a small, 4-lite fixed window and a pair of 12-lite windows. Entrances to both the east and west volumes are through four-panel wooden doors that are accessed from sets of concrete stairs which are clad in the same brick veneer as the first floor.

The east and west facades feature the same stucco-and-brick veneer cladding. Fenestration consists of fixed windows and sliding vinyl windows. The east facade is separated from the adjacent building by approximately twenty feet, while the west façade overlooks Sacramento Street. The rear (north) façade is not visible from the public right of way.

**\*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 façade of subject property at 1501 Francisco Street, view to north (ESA, 2025).

**\*P6. Date Constructed/Age and Source:**  
 Historic  Prehistoric  
 Both  
 1951 (Source: Alameda County Assessor)

**\*P7. Owner and Address:**  
 Nora E. Molina and Laura M. Christensen Trust  
 10 Mabry Way  
 San Rafael, CA 94903

**P8. Recorded by:**  
 Alison Garcia Kellar, M.S.  
 Environmental Science Associates  
 180 Grand Avenue, Suite 1050  
 Oakland, CA 94612

**\*P9. Date Recorded:** February 12, 2025

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

**\*P11. Report Citation:** ESA. North Berkeley *BART Permanent Supportive Housing Project Cultural Resources Survey Report*. Prepared for North Berkeley PSH Partners. March 2025.

- \*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1501 Francisco Street  
Page 2 of 12

\*NRHP Status Code 6Z

- B1. Historic Name: 1501-1503 Francisco Street  
B2. Common Name: 1501 Francisco Street  
B3. Original Use: Multi-family residence  
\*B5. Architectural Style: Minimal traditional  
\*B6. Construction History: (Construction date, alterations, and date of alterations)
- B4. Present Use: Multi-family residence

The building at 1501 Francisco Street was constructed in 1951, according to records from the Alameda County Assessor and Building Permits obtained from the Berkeley Architectural Heritage Association. For additional information about known alterations, see **Table 1** below.

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

- B9a. Architect: Unknown b. Builder: Unknown  
\*B10. Significance: Theme Early 20<sup>th</sup> century residential development Area North Berkeley  
Period of Significance N/A Property Type N/A 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 1501 Francisco Street does not possess significance under any National Register of Historic Places (National Register) criteria. It is not associated with events that have made a significant contribution to the broad patterns of our history (Criterion A), nor are there historically significant individuals who are associated with the building during their productive lives (Criterion B). It is a common and altered example of a minimal traditional style, multiple-family residence that does not rise to the level necessary for inclusion in the National Register (Criterion C). Its common construction is unlikely to yield new or important information (Criterion D). The building located at 1501 Francisco Street is recommended ineligible for listing in the National Register.

Continued on page 3.

- B11. Additional Resource Attributes: (List attributes and codes) N/A  
\*B12. References: See page 12.

B13. Remarks: None

- \*B14. Evaluator: Antonette Hrycyk, ESA  
\*Date of Evaluation: March 2025



\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: March 2025  Continuation  Update

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

North Berkeley Area

The subject property located at 1501 Francisco Street is located northeast of the intersection of Francisco Street and Sacramento Street. Sacramento Street functions as the north-south border between North and Northwest Berkeley, which are predominately residential neighborhoods with commercial development concentrated along University Avenue. The following development history of this area of Berkeley is an excerpt from "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project":

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station.

[The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the *Composite Report*, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the "the last Republican mayor of Berkeley," Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were "aesthetically unattractive" and threatened to "divide the city psychologically along racial lines," in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley's White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City's independent study estimated the difference in cost between BART's proposal and

**CONTINUATION SHEET**

Trinomial

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\*Resource Name or # 1501 Francisco Street

\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: March 2025  Continuation  Update

an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading 'BURY THE BART TRACKS' in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates, with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley's request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley's bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station's design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley's Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station's above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station's current appearance nor any information covered by research conducted for [Rincon's 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was complete by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension [...]. The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>1</sup>

<sup>1</sup> Rincon Consultants, "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599), August 12, 2021, 15–17.

\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: March 2025  Continuation  Update

The Subject Property is an example of a post-World War II apartment building. The following historic context on the property type and associated architectural style is adapted from the Historic Context on "Postwar Housing in California, 1954-1975" developed by the California Department of Transportation (Caltrans).

*The Postwar Minimal House, 1946-ca.1953*

The postwar minimal house type is a continuation of the small houses of the 1920s through mid-1940s yet the number of houses built after World War II far exceeds the construction of houses before World War II. This typology is smaller than bungalows and cottages of earlier periods with some being only 750 square feet. These houses were also referred to as G.I. Houses since their massive construction helped fill a housing need for returning veterans, and families with young children also created a large demand for these affordable houses. Builders met the demand by constructing tracts of postwar minimal houses, often using a single floor plan throughout the entire tract. Often the only variation was the alternation of hip and gable roofs, slightly different fenestration, and paint colors. The ½ story Cape Cod form was popular around the country but in California the single-story postwar minimal dominated tract developments.<sup>2</sup> The postwar minimal contains many of the features of the prewar minimal, yet the distinguishing feature is the multi-pane picture window.

Character Defining Features include:

- Compact size, averaging 750-1,020 square feet
- Simple, compact plans
- Typically single-story
- Stucco and wood siding for cladding, often combined
- Board-and-batten siding, lapped siding, or wood shingle cladding also common
- Concrete block construction
- Minimal roof overhangs
- Composition roof shingles
- Variety in roof design via alternating hip and gable designs
- Porches reduced to small, covered area at entrance
- Attached garages with wood, one-piece, tilt up doors.
- Double-hung sash windows in 2:2, 4:4, and 4:1 configurations
- Steel casement sash windows divided by horizontal muntins
- Multi-pane floor to ceiling height windows with 9 or 12 panes of equal sized fixed panes, though some panes along sides or bottom may be operable as casement or awning sashes
- Picture windows are dominant feature on minimal façade

Subject Property

*Property and Building History*

According to building permits obtained from the City of Berkeley, the subject property was constructed as a duplex in 1953 for an initial cost of \$17,475.<sup>3</sup> As such, the parcel is depicted as unimproved in an aerial photograph from 1946 and a 1950 Sanborn Fire Insurance Map (**Figures 2 and 3**). The subject property is first visible on an aerial photograph from 1958 (**Figure 3**). The 1980 Sanborn Map shows the Subject Property at 1501 Francisco Street with the same footprint as present and indicates that there are two residential units within the building (**Figure 4**).

Records from the Berkeley Architectural Heritage Association (BAHA) indicate that the subject property was placed for sale in 1960 and characterized as "duplexes, elevated bedrooms, brick trim, private entries, and "transportation element." The subject property was characterized further as "a charming, very well-designed unit for privacy and good land use" which "could not be

<sup>2</sup> California Department of Transportation (Caltrans), "Tract Housing in California, 1945-1973: A Context for National Register Evaluation," 2011, 69-70.

<sup>3</sup> City of Berkeley Building Permit #72553

\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: March 2025  Continuation  Update

built under present zoning.”<sup>4</sup> The records from BAHA also contained a photograph of the subject property from approximately 1960 (Figure 5).

According to property records on file with BAHA, historic aerial imagery, and ESA staff observations during an intensive pedestrian survey in February of 2025, there have been changes to the Subject Property, most notably the replacement of the original aluminum casement windows on the primary (south) façade and the addition of at least one window opening. A comparison of the windows is shown below in Figure 6. It is unknown at what date between 1964 and 2025 these changes occurred. A summary of alterations is presented in Table 1.

**Table 1: Property and Building History**

Date	Construction/Alteration	Source(s)
January 15, 1955	Construct duplex of (1) 4-room unit and (1) 3-room unit; concrete foundation	City of Berkeley Permit #72553
Feb. 13, 1979	Repair termite damage	City of Berkeley Permit #B021439642
Jan 24, 1994	Seismic updates, install hold downs	City of Berkeley Permit #94-00000253
September 19, 1996	Seismic work	City of Berkeley Permit #B1996-03745



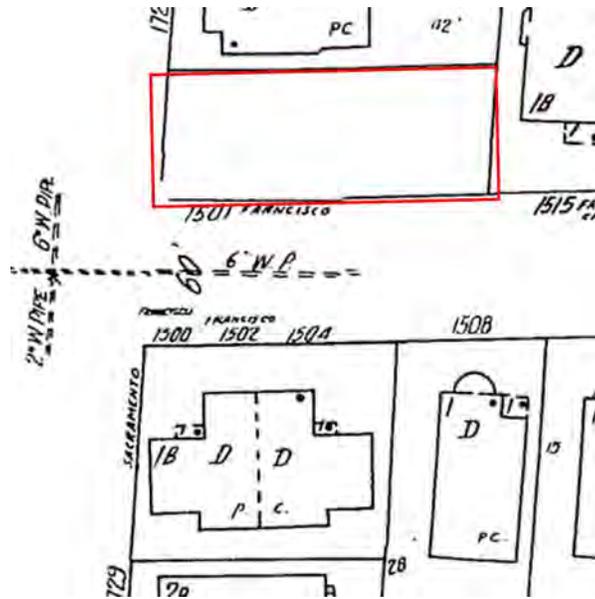
**Figure 1.** Assessor parcel 058-2151-14 (1501 Francisco Street), as depicted on an aerial photograph from 1946 (red).  
 Source: USGS via EDR

<sup>4</sup> Property File for 1501 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

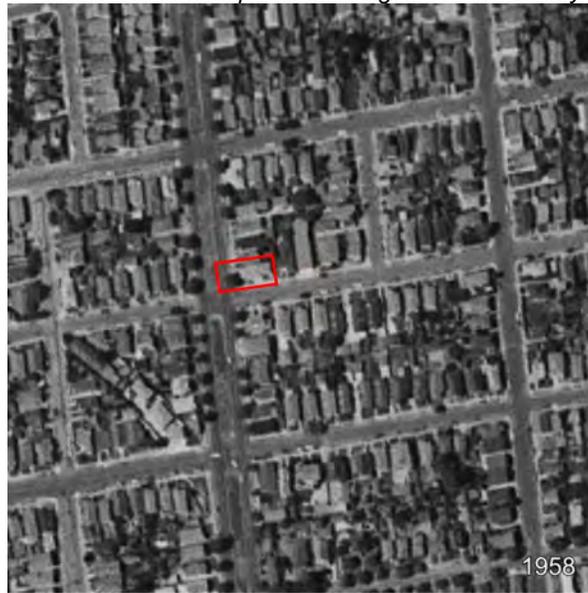
\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: March 2025

Continuation

Update



**Figure 2.** Assessor parcel 058-2151-14 (1501 Francisco Street), as depicted on the 1950 Sanborn Fire insurance map (red).  
Source: Sanborn Maps via Los Angeles Public Library



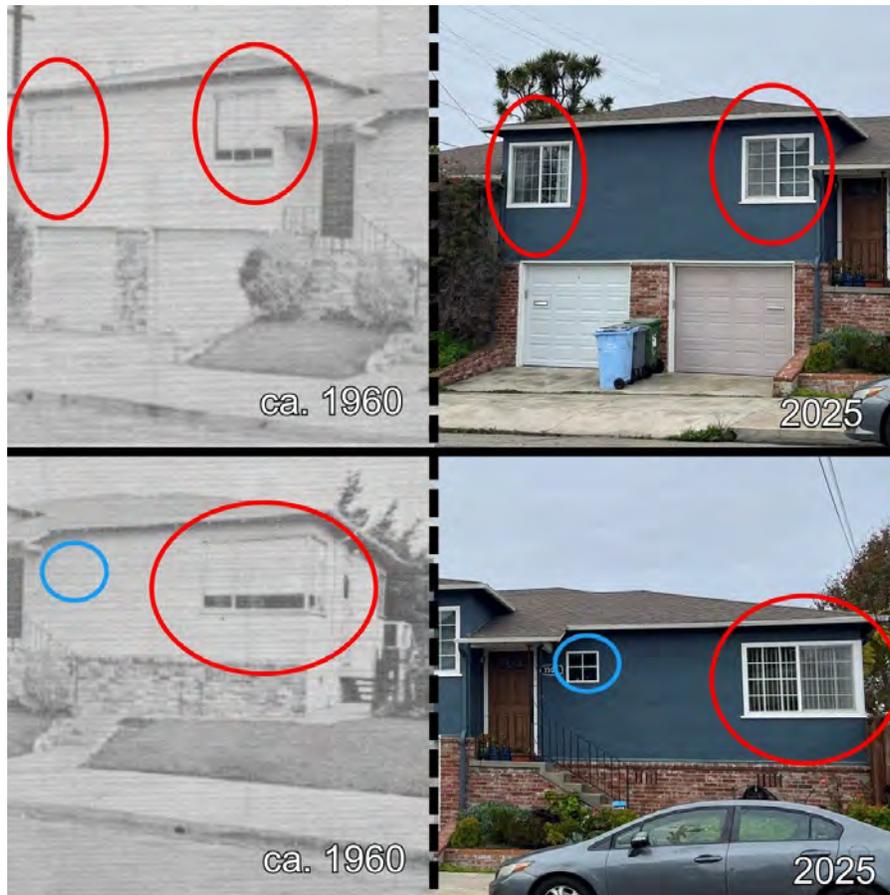
**Figure 3.** Subject Property at 1501 Francisco Street, as depicted on an aerial photograph from 1958 (red).  
Source: Sanborn Maps via EDR



**Figure 4.** Subject Property at 1501 Francisco Street, as depicted on the 1980 Sanborn Fire insurance map (red).  
Source: Sanborn Maps via EDR



**Figure 5.** Comparison of photographs of 1501 Francisco Street, ca. 1960 (top) and 2025 (below).  
Source: BAHA, ESA



**Figure 6.** Comparison of changes from ca.1960 to 2025 in the windows of primary (south) façade of 1501 Francisco Street, altered windows indicated with red circles, new window opening indicated with blue circle.  
 Source: BAHA, ESA

*Ownership and Occupancy*

A list of known owners and occupants of the subject property at 1501 Francisco Street is detailed in **Table 2** below. A preliminary review of newspaper articles and available property ownership records indicates that this building has been continuously owned by a variety of individuals since the 1950s, and BAHA records indicate that the duplex was rented out to a variety of tenants throughout its history. Research did not uncover any significant history associated with any residents or owners of 1501 Francisco Street.

**Table 2: Ownership and Occupancy History**

Date	Owner / Occupant / Use	Source
Jan 1953	Elmer E. Emmett, original owner	City of Berkely Building Permit No. 72553
June 1953	George H. and Sue J. Irvine	BAHA Records <sup>5</sup>
July 1953	Clifford A. and Kathryn G. Smith	BAHA Records <sup>6</sup>
Nov. 1960	Irma and Hallie B. Wilson	BAHA Records <sup>7</sup>

<sup>5</sup> Property File for 1501 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.  
<sup>6</sup> Property File for 1501 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.  
<sup>7</sup> Property File for 1501 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: March 2025  Continuation  Update

Date	Owner / Occupant / Use	Source
1955	J. O. Eriksen	The Pacific Telephone & Telegraph Company
1962	Toyama Hiroji	Pacific Telephone
1970	Sami Nader	Pacific Telephone Directory
1979	Mr. and Mrs. A. Wilson	City of Berkley Structural Pest Control Inspection Report dated January 22, 1979
1980-1986	Naomi Valenzuela and Judi K. Ellish	Pacific Telephone; City of Berkeley Residential Energy Conservation Ordinance Certificate of Compliance dated March 25, 1986
1995	Occupant Unknown	Cole Information
1996	Joy Hollandbeck	Pacific Bell Directory
2000-2020	Allan Christiansen	Pacific Bell. EDR Digital Archive; City of Berkeley Permit #94-00000253
2005-2006	R. Waterman	Cole Information, Haines Company, Inc.
2010	Occupant Unknown	Cole Information
2014	Daniel Zlatnik	Cole Information
2020	Nora Molina and Todd Donahue	EDR Digital Archive

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 historic resources.<sup>8</sup> They are: location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 1501 Francisco Street is evaluated below for potential historic significance according to National Register Criteria A through D.

*Criteria A – Event*

Preliminary research did not identify any significant associations between the multiple family residence at 1501 Francisco Street and important events in history. The subject property at 1501 Francisco Street was constructed in 1951, decades after the initial residential character was set for North Berkeley. Review of archival data does not indicate that 1501 Francisco Street

<sup>8</sup> California Office of Historic Preservation, *Instructions for Recording Historical Resources*, (Office of Historic Preservation, Department of Parks and Recreation, 1995), Accessed February 18, 2025, <https://ohp.parks.ca.gov/1054/files/manual95.pdf>

\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: March 2025  Continuation  Update

was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1501 Francisco Street does not appear to possess significance under Criterion A.

*Criterion B – People*

Preliminary research did not identify any significant associations between the subject property at 1501 Francisco Street and important persons. City directories, census data, and newspaper articles identified many short-term tenants over the years, suggesting that the subject property functioned as a rental property for much of its existence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the subject property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1501 Francisco Street does not appear to possess significance under Criterion B.

*Criterion C – Architecture*

The subject property at 1501 Francisco Street has functioned as a multiple family residence since its construction in 1951, which is a common property type in Berkeley and nearby cities throughout the 20<sup>th</sup> century. A review of property records and historic photographs confirms that various alterations have been made since the subject property's initial construction, including the addition of at least one window opening on the primary elevation and the replacement of major windows on the primary elevation. Despite these alterations, the subject property largely retains its original massing, footprint, and spatial relationship of two separate residential units within one building (i.e., a duplex). The property was designed in the post-war minimal style, a common and ubiquitous style of post-World War II residential housing and retains some character-defining features of the style such as stucco siding, hip and gable roofs, small entrance porches, and multi-lite windows<sup>9</sup>. However, the subject property appears to be a common example of the style and its distinguishing features do not rise to the level of significance necessary for inclusion on the National Register. Both multiple family residential properties and the post-war minimal traditional architectural style were common features of residential improvements within the City of Berkeley and nearby cities throughout the 20<sup>th</sup> century and are not a unique property type or design, not does the subject property possess high artistic values. While the building's original and subsequent design professionals and/or craftsmen are unknown, however the subject property does not appear to represent the work of a master. For these reasons, 1501 Francisco Street does not appear to possess significance under Criterion C.

*Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1501 Francisco Street is representative of residential property types constructed in North Berkeley during the early twentieth century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There is no evidence to suggest that 1501 Francisco Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it does not appear to possess significance under Criterion D.

*Integrity Analysis*

In addition to being eligible for listing under at least one of the 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 building at 1501 Francisco Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

Summary

Based on a site survey, archival research, and the analysis presented above, the building at 1501 Francisco Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1501 Francisco Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act.

<sup>9</sup> California Department of Transportation (Caltrans), "Tract Housing in California, 1945-1973: A Context for National Register Evaluation," 2011, 69-70.

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\*Resource Name or # 1501 Francisco Street

\*Recorded by: A. Hrycyk, Environmental Science Associates \*Date: March 2025  Continuation  Update

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

California Department of Transportation (Caltrans), "Tract Housing in California, 1945-1973: A Context for National Register Evaluation," (California Department of Transportation, 2011), <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf>

California Office of Historic Preservation, Instructions for Recording Historical Resources, (Office of Historic Preservation, Department of Parks and Recreation, 1995), Accessed February 18, 2025, <https://ohp.parks.ca.gov/1054/files/manual95.pdf>

ParcelQuest. Alameda County assessor records for 1501 Francisco Street. Accessed February 18, 2025

Property File for 1501 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1950. Sheet 33. EDR Inquiry #7506483.3.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1980. Sheet 33. EDR Inquiry #7506483.3.

USGS Aerial Photograph, July 25, 1958. EDR Inquiry #7506493.11.

USGS Aerial Photograph, October 28, 1946. EDR Inquiry #7506493.11.

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

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\*Resource Name or #: 1731 Sacramento St

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

\*b. USGS 7.5' Quad Oakland West Date 2021

Address 1731 Sacramento Street

UTM: Zone 10 S 563139.68mE/ 4192044.48

e. Other Locational Data: APN: 058-2150-021-00

T 01S ; R 04W ; ¼ of ¼ of Sec 11 ; B.M. MDM

City Berkeley

Zip 94702

mN; NAD 83

**\*P3a. Description:**

The property at 1731 Sacramento Street is occupied by an altered bungalow-style three-story multiple-unit building, or multi-family residential building, featuring a rectangular footprint. The residence is of wood-frame construction, supported by a concrete foundation, clad with stucco and has a hipped roof with composition shingles.

The primary (west) façade faces Sacramento Street and includes a ground-floor garage on the southern portion and stair access from the north which leads to a centralized second story, entry porch vestibule. The building is largely monolithic in its massing with a projecting central bay that includes the porch vestibule at the second floor and a porch with a metal awning at the third floor. Two sets of tripartite window assemblies punctuate the second and third floors, flanking either side of the projecting central bay. The window assemblies include a fixed centralized arched window and with flanking double hung windows. The porch vestibule at the second floor includes two fixed arched windows. A wooden fence extends in front of the garage door on the south side of the building, and a pedestrian wood gate sits on the north side of the building, accessible via a small set of concrete steps. Overgrown trees and shrubbery are generally centered in front of the primary facade.

**\*P3b. Resource Attributes:** HP 3. Multi-family property

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



P5b. Description of Photo: View of the primary (west) façade of 1731 Sacramento Street, facing west

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

Historic  Prehistoric  Both  
1926. Building permit 24549, (March 29, 1926).  
On file at Berkeley Architectural Heritage Association

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

Frederick M. and Elliot Victoria C. Dolan Trust  
2086 Leimert Boulevard  
Oakland, CA 94602

**P8. Recorded by:**

Alison Garcia Kellar, ESA  
180 Grand Avenue, Suite 1050  
Oakland, CA 94612

**\*P9. Date Recorded:** February 12, 2025

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

**\*P11. Report Citation:** ESA. *North Berkeley BART Permanent Supportive Housing Project, Berkeley, Alameda, California Cultural Resources Survey Report*. Prepared for North Berkeley PSH Partners. March 2025.

**\*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):

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1731 Sacramento Street \*NRHP Status Code 6Z

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B1. Historic Name: 1729, 1731, and 1733 Sacramento Street

B2. Common Name: 1731 Sacramento Street

B3. Original Use: Multi-family residential

B4. Present Use: Multi-family residential

\*B5. **Architectural Style:** Altered Craftsman/California Bungalow Style

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

The subject property was constructed in 1926. For additional information on known alterations to the subject property see **Table 1**.

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

\*B8. **Related Features:** none

B9a. Architect: S. E. Bisler (designer)

b. Builder: S. E. Bisler

\*B10. **Significance:**

**Theme:** Early 20<sup>th</sup>-century residential development **Area:** North Berkeley

**Period of Significance:** N/A

**Property Type:** N/A

**Applicable Criteria:** N/A

The residential building at 1715 Sacramento Street is recommended ineligible for listing in the National Register of Historic Places (National Register) under any criteria.

## North Berkeley Area

The subject property is located across North Berkeley BART Station on Sacramento Street. The area around the station is predominately residential with moderate commercial development concentrated along University Avenue. The following development history of North Berkeley is an excerpt from the "*Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project*" prepared by Rincon Consultants in August 2021.

By the late 1870s, much of the North Berkeley area, in which the North Berkeley BART Station is located, was subdivided for residential development. The earliest development of the station site followed the opening of the Curtis Tract, a subdivision owned by Michael Curtis, an Irish immigrant who began farming in the area by 1852. Historical news items indicate [that] the Curtis family began selling portions of the Curtis Tract by the late 1870s. Historical property maps and [USGS] topographical maps show that the existing street grid was planned and possibly developed by 1890, and some development, likely residential, took place by 1900 in the vicinity of all four lots comprising the North Berkeley [BART] Station site.

See Continuation Sheet.

B11. Additional Resource Attributes: none

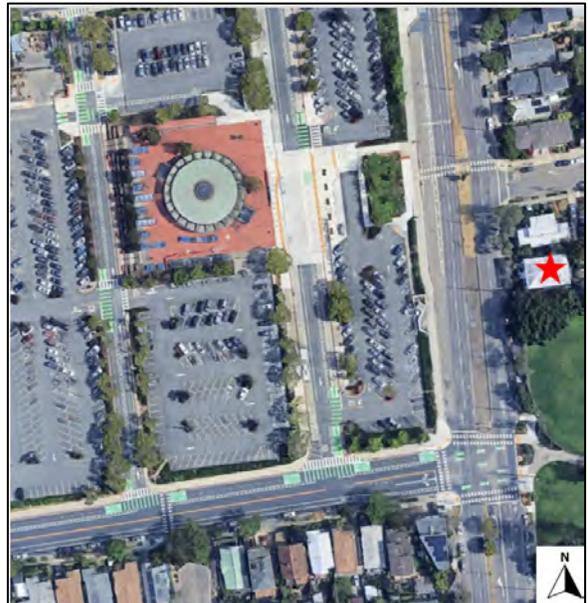
\*B12. **References:**

See Continuation Sheet.

B13. Remarks: none

\*B14. **Evaluator:** Alison Garcia Kellar, ESA

\***Date of Evaluation:** February 2025



\*Recorded by: Alison Garcia Kellar, ESA

\*Date: February 2025

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

In the first [three] decades of the twentieth century, development of the station site and its surroundings followed alongside the growth of the nearby West Berkeley industrial district. By 1911, the Santa Fe Railroad was constructed along a north-south alignment through the neighborhood on nearby West Street. This corresponding growth was limited however, consisting mostly of scattered single-family residences. By 1929, Berkeley's continued growth led to substantial residential development in the neighborhood. A sign of this growth, a right-of-way was reserved for the Key System's Westbrae streetcar shuttle, passing through the neighborhood on a northwest-southwest trajectory and meeting with the Santa Fe Railroad [right-of-way] near the intersection of West and Cedar streets [i.e., near the present-day Cedar Rose Park]. Outside the Key System right-of-way, the [future BART] station site was developed with single-family homes.

In the decades following World War II, there were few notable changes to the built environment of the neighborhood surrounding the North Berkeley BART Station [site]. In 1948, the Key System ended local streetcar service, and the Westbrae Shuttle right-of-way was abandoned. Although some sections of the alignment were developed with residential uses, construction of the BART Richmond line through the neighborhood followed segments of the existing Key System and Santa Fe Railroad [rights-of-way]. The site of North Berkeley BART Station retained its residential character until the 1960s, when BART demolished the residential buildings on the site to allow for construction of the [present-day] station. [The] original design for the Berkeley segment of the BART system called for elevated tracks placed on street medians throughout the city. City of Berkeley officials objected to the aerial rail design, and in 1960, the Berkeley City Council passed resolution that called for the BART system within Berkeley to be constructed entirely as a subway. [A compromise was announced under] which BART would construct a subway segment in downtown Berkeley (mostly along Shattuck Avenue between Derby Street and the intersection of University and Milvia avenues) [and] the remainder of the Berkeley route, roughly three miles of tracks, would be elevated. These changes were incorporated into the Composite Report, [published by the joint venture of Parsons, Brinkerhoff, Hall, and MacDonald; Bechtel Corporation; and Tudor Engineering known as PBTB and] released in Spring 1962 to the various city and county jurisdictions through which BART would be routed. PBTB believed a lack of official response from the municipalities indicated approval of the designs contained [in the] *Composite Report*.

In 1963, Wallace Johnson, who had recently been elected mayor, objected. Now known as the "the last Republican mayor of Berkeley," Johnson graduated from the California Institute of Technology with a background in engineering before entering local politics. Johnson objected to the aerial tracks and stations, believing they were "aesthetically unattractive" and threatened to "divide the city psychologically along racial lines," in the words of historian Michael C. Healy. Indeed, as Healy notes, for much of its course through Berkeley, the BART line would run parallel to, and just east of, Grove Street (now Martin Luther King Jr. Way) which historically marked the unofficial boundary between Berkeley's White and Black neighborhoods.

Led by Johnson, the City pressured BART and PBTB to redesign the Berkeley segment as entirely underground alignment, but BART objected due to the comparatively high price tag of subway construction. In July 1963, the City requested BART release a cost comparison of the elevated and subway alternatives. Meanwhile, Johnson formed a committee to plan for covering part of the excess costs of putting the line underground. The City's independent study estimated the difference in cost between BART's proposal and an entirely underground alignment would be approximately \$6 million. In March 1964, BART issued its own cost estimates, which concluded the added cost of placing the tracks and two stations underground would total \$21 million. In subsequent negotiations, neither party was open to renegotiating.

Johnson and other members of the Berkeley community began campaigning publicly against the aerial segments. Johnson paid to have 30-foot-tall scaffolding erected near the proposed North Berkeley and Ashby BART Station sites to represent the height of the aerial elements. The Berkeley Citizens Committee collected \$14,000 in donations to wage a public information campaign consisting of the placement of large signs reading 'BURY THE BART TRACKS' in locations around the city and paid for the airing of advertisements on the local radio station KPFA.

Negotiations between [the Bay Area Rapid Transit District (BARTD)] and the City resumed in May 1964, with as many as 20 sessions held between May and August. Both parties issued revised cost estimates,

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with BARTD projecting \$24 to \$30 million in additional expenditures and the City \$11 million. In September 1964, the BARTD board of directors unanimously rejected Berkeley's request for a subway line, unless Berkeley could come up with the money to cover the difference in cost between the aerial and subway alternatives. As a result of behind the scenes talks between Johnson and BARTD president Adrien Falk, BARTD agreed to advertise two sets of bids for the Berkeley alignment—one for aerial construction and the other for a subway—as a means of settling the dueling cost projections at the heart of the standoff. In the interim, the City would work out details of financing the added construction costs. Johnson persuaded the City Council to establish Special District No. 1, a special assessment district comprised of the entire city and throughout which taxpayers would vote on a \$20.4 million bond issue to finance excess construction costs due to the construction of the subway. The issue went to the ballot in October 1966, with 80 percent voting to approve the bond issue. Eventually, the low bid for subway construction (1968) came in at around \$12.4 million, about \$2.4 million more than Berkeley officials estimated and with a price tag that could be covered by Berkeley's bond issue. As a result, the Berkeley segment of the BART alignment would be constructed as a subway.

BART hired the architecture firm Kitchen and Hunt to design the North Berkeley BART Station in collaboration with BART engineers PBTB. [...] Drafted in 1967, the designs for the North Berkeley BART Station called for the rails and platform to be located underground, with rails throughout the Berkeley segment situated up to 40 feet beneath the street level. Above, a surface-level station building bearing New Formalist-style influences would be surrounded on all four sides by a large surface parking lot. The northwest corner of the site was reserved for a one-story utility building.

The subway designs developed in 1967 for the North Berkeley BART Station and the nearby Ashby Station both contained above-ground elements and were not, strictly speaking, subways, as called for in the 1966 bond measure. However, the North Berkeley BART Station's design was not subject to the same degree of controversy as that of the Ashby BART Station. South Berkeley neighborhood activists charged that above-ground elements included in the designs for the latter facility amounted to an impassable two-and-a-half-block barrier that traced a portion of the unofficial boundary between Berkeley's Black and White neighborhoods. A 1967-1968 lawsuit that community members filed against BART was resolved in favor of the plaintiffs, forcing BART to redesign the station without many of the offending street-level elements. Although contemporary newspaper reporting suggested the North Berkeley BART Station's above-ground design was implicated in the lawsuit, neither a comparison of the 1967 designs (which predated the court decision) with the station's current appearance nor any information covered by research conducted for [Rincon's 2021 historic resources] evaluation suggests the designs for any aboveground portions of the North Berkeley BART Station were substantially modified as a result of the court decision.

Construction of the station and the adjacent underground tracks was complete by January 29, 1973, when service at North Station commenced with the opening of Oakland-to-Richmond extension on [sic] [...]. The station soon grew into a local transportation hub for subway, park-and-ride, and bus services. Few notable changes have been made to the station since its opening. However, in the 1980s, BART developed two parcels located northwest of the station as a satellite parking lots.<sup>1</sup>

#### *Flats and Small Apartment Buildings: Multiple-Unit Buildings, 1915–1940*

As the City of Berkeley does not have a developed historic context statement related to multi-family buildings or apartment houses, the *Flats and Small Apartment Buildings (1915-1978)* historic context statement prepared for the San Francisco Planning Department was referenced.

#### *Building Aesthetics and Amenities*

The numerous examples of flats and apartment buildings constructed between 1906 and World War II displayed a remarkable consistency in form and appearance. In large part, builders carried forward patterns in the urban fabric that had characterized blocks of middle-class single-family homes in the Victorian era: consistently scaled buildings placed on 20- to 30-foot-wide lots; primary façades placed at or near the front lot line and containing a concentration of architectural ornamentation; rooflines with compatible heights and/or stylistic elements; and a lack of side yards, meaning the secondary façades of residences abutted one another. Individual buildings created continuous street walls along a given block, which were enlivened by projecting bay windows that created more livable space within

<sup>1</sup> Rincon Consultants, "Historical Resources Evaluations for the Ashby and North Berkeley BART Stations Transit-Oriented Development Zoning Project, City of Berkeley, Alameda County, California" (Project No. 21-11599), August 12, 2021, 15–17.

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their respective buildings. In terms of building aesthetics, a dominant strategy was the three-part façade with Classically derived ornamentation (e.g., front façades incorporated a street-level base with the pedestrian entrance, stairs, garage, and/or commercial storefronts; the building's body enclosed the residential units; and roofline treatments and roof forms terminated the composition).

Twentieth-century builders adopted these conventions, which helped multiple-unit residences blend into surrounding neighborhoods that were characterized, at least in part, by respectable single-family homes. These patterns also accommodated changing tastes in architectural styles, as Craftsman, Eclectic Revival, Art Deco, and Streamline Moderne residences variously gained popularity. Each of these styles replicated (or, at least, implied) the general design qualities of the Victorian and Edwardian eras and reinforced visual consistency across a block face. At the same time, the range of eclectic styles popular in the 1910s, 1920s, and 1930s meant that builders could choose from a menu of compatible aesthetics, thereby preventing complete design uniformity. A variegated yet harmonious stylistic palette afforded a given development the look of a neighborhood that had evolved organically and each residence had its own distinct identity. Building designs that incorporated a high level of architectural ornamentation or unconventional massing might signify affluence and the owner's ability to hire his or her own architect for a custom design.<sup>2</sup>

#### *Building Base*

The base of multiple-unit dwellings represents a flexible building component that integrates tenant and vehicular entrances into the overall building design. The bases of many buildings from the 1910s through 1930s are clad in a material such as patterned brick that contrasts with the predominant cladding of the building's body. Openings in the base might feature decorative surrounds, such as molded stucco, giving the impression of massive stone voussoirs.

After 1915, the base typically contained automobile parking in an enclosed garage, which is revealed to the street by one or more pull-up garage doors. Examples built around 1915 may have street-level residential units rather than garages, although this condition is uncommon. Tradesman doors are frequently seen on pre-World War II buildings. In some cases, they face the street; in others, the doors are perpendicular to the street. Most garage doors are placed flush with the front façade plane, but some flats recess the garage door, entrance stairs, and tradesman door within a loggia-style arcade. The post-World War II period saw different strategies, including exposed parking areas; on some postwar buildings, the building base is left unenclosed, providing the impression that the building is hovering above the street. The exact configuration of stairs, entrance vestibule, and garage doors within the building base varies across buildings based on topography and other considerations.<sup>3</sup>

#### *Building Body*

The body of a flat or neighborhood-scaled apartment building usually extends one to three stories above the base. Window bays are arranged according to the interior arrangement of the units. The typical configuration for narrow Edwardian-era buildings of the 1910s called for two symmetrical projecting bays with fenestration. These are most often angled bays but can also take the form of squared or rounded bays. As described above, corner buildings very often featured a corner bay to reinforce its visual importance.

During the 1920s, designers moved away from the two-bay Edwardian-era scheme toward a three-bay front façade with a projecting bay at the center. "Barrel-front" façades, with centered, three- or five-face projecting bays, were commonly in the Marina, Richmond, and Sunset districts. In other instances, designers toyed with more intricate compositions with single windows and/or groupings of windows or articulated the primary bay through projecting volumes and jetties, secondary roof forms, balconies, or other framing mechanisms. Decorative features were concentrated on the building's body to invigorate what was essentially a simple boxed mass. Even in these cases, however, designers generally favored aesthetic schemes that retained an overarching sense of symmetry or balance in composition. The simplicity of the symmetrical two-bay façade regained its appeal for postwar designers, however, and angled bays reappeared widely in the 1970s.<sup>4</sup>

#### *Craftsman and California Bungalow Style (ca. 1905 to 1930)*

The subject building is an altered example of the Craftsman/California Bungalow Style. The Craftsman style is a well-known Progressive Era architectural style (ca. 1905 to 1930) that was inspired by the work of the Greene Brothers of Pasadena. The Greene Brothers were particularly known for their design of high style bungalows that merged English Arts & Crafts influences

<sup>2</sup> ICF, *Flats and Small Apartment Buildings (1915-1978)*, Prepared for San Francisco Planning Department, 2023, E-7.

<sup>3</sup> *Ibid.*, F-13.

<sup>4</sup> *Ibid.*, F-14.

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with wood influences of Japanese-inspired architecture. The Craftsman Bungalow was a particularly popular silhouette that was commonly a one- or one-and-a-half story building with a front porch.

Earlier wood-crafted traditional elements of the Craftsman style eventually evolved into a bungalow form, called the California Bungalow, that was primarily clad in stucco. California Bungalows were frequently adorned with elephantine columns and modernist elements such as vertical and horizontal lines of low relief elements and nested, rectangular window designs. This architectural style is common in the Bay Area due to the form's relatively low cost and suitability for mild climates.<sup>5</sup> Hallmarks of the California Bungalow style include

- Low-pitched gable roof;
- Stucco siding;
- Battered or square porch posts;
- Rectangular windows;
- Simple wood-frame surrounds;
- Porches on the primary façade, often beneath a small gable;
- Dormer windows;
- Deeply projecting overhangs; and
- Exposed roof beams and rafter tails.<sup>6</sup>

Subject Property

*Property and Building History*

The subject property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. According to the original building permit, the multi-family apartment building was to be occupied by three families as flats and residences. Units sit on the second and third floors, and a four-car garage sits at the ground floor. The 1929 and 1950 Sanborn maps depicted the three-flat property with a semi-enclosed porch at the front facade and a rear fire escape ladder (**Figure 1**). A 1975 property ownership card on file with the Berkeley Architectural Heritage Association indicated that 1729 Sacramento had a one-bedroom unit, 1731 Sacramento had a three-bedroom unit, and 1733 Sacramento had a one-bedroom unit.<sup>7</sup> Available building permits on file for the property were for the 1729 and 1731 Sacramento addresses.

Archival review indicates that the subject property has continuously functioned as a multiple-unit building since the time of its construction. **Table 1** below includes an accounting of various changes recorded in the assessment record and available building permit records. Recent building permits include work to repair termite damage at a deck and joists, the installation of a new electrical panel, and reroofing.

**Table 1: Property and Building History**

Date	Alternation / Change	Source
1926	Triplex residence constructed	Building permit 24549, (March 29, 1926). On file at Berkeley Architectural Heritage Association.
2018	Termite repair. Replace existing deck support, joists and decking.	Building permit B2018-02163 (June 4, 2018). On file with the City of Berkeley.
2022	Sub panel installation on second floor	Building permit B2022-01346 (March 28, 2022). On file with the City of Berkeley.

<sup>5</sup> San Francisco Planning Department, *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement*, 2023, 71.

<sup>6</sup> San Francisco Planning Department, 71.

<sup>7</sup> Property ownership card for 1729-1731 Sacramento Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.

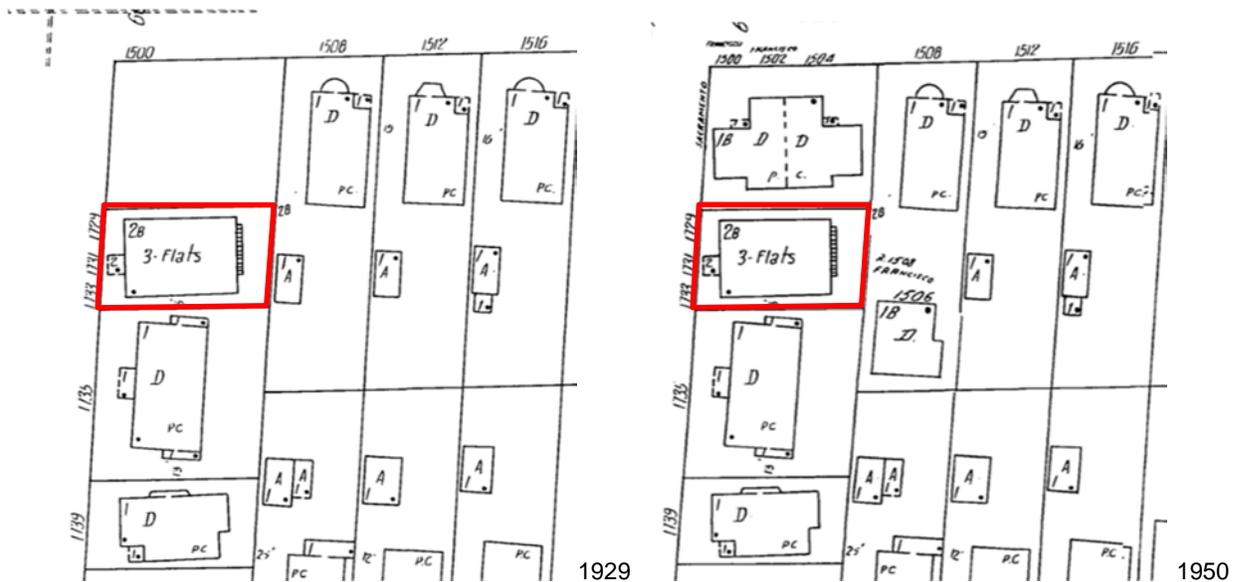
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Date	Alternation / Change	Source
2022	Rewire main electrical panel	Building permit B2022-02891 (June 24, 2022). On file with the City of Berkeley.
2024	Remove existing roof, and reroof building	Building permit B2024-04159 (August 23, 2024). On file with the City of Berkeley.
Unknown date(s)	Stucco repair, soffit/flashing repair	ESA (2025)



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, Volume 1, 1929 and 1950, sheet 33.

**Figure 1.** Site plans of 1731 Sacramento Street, 1929 (left) and 1950 (right). Subject property outlined in red.

*Ownership and Occupancy*

A list of known owners and occupants is presented in **Table 2** below. The multi-family apartment house includes three units and appears to have at times been owned by multiple entities as indicated in Alameda County Assessor records. Early owner August R. Mannisto was a naturalized citizen from Finland who worked as a “jailor” and resided at the property between 1938 and 1940.<sup>8</sup> Identified owners in the 1940s, couples John W. and May K. Jaques and Henry C. and Jessie A. Tuller, did not appear to live at the subject property during their ownership. Ferol C. Gill owned the property for nearly 30 years from 1947 to 1975.<sup>9</sup> Gill was a widow who worked as an “interest computer on federal farm loans” for the federal government farm credit agency.<sup>10</sup> Records indicate that Gill and her children appeared to have resided in a unit at the building during a portion of her building ownership. She appeared to be involved in Berkeley civic life and donated to local causes and served on the Berkeley Citizen’s Alliance.<sup>11</sup> Limited information was found on subsequent owners.

**Table 2: Ownership History**

Date	Owner / Occupant / Use	Source
1926	Fred Spencer [illegible]	Building permit 24549, (March 29, 1926). On file at Berkeley Architectural Heritage Association.

<sup>8</sup> U. S. Federal Census, 1940.

<sup>9</sup> Property ownership card for 1729-1731 Sacramento Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.

<sup>10</sup> U. S. Federal Census, 1950.

<sup>11</sup> “Political Advertisement: Charter Amendment “1” Would Hurt EVERYONE!,” *The Berkeley Gazette*, June 3, 1972.

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Date	Owner / Occupant / Use	Source
ca. 1938-1940	August R. Mannisto (owner)	Pacific Telephone (1938); U. S. Federal Census, 1940
1941-1945	John W. And May K. Jaques (owners)	R. L. Polk & Co. (1943); The Pacific Telephone & Telegraph Co. (1945); Building Sale Record, Dec. 22, 1941, Property ownership card, on file at Berkeley Architectural Heritage Association
1941-1947	Henry C. and Jessie A. Tuller (owners)	Building Sale Record November 4, 1947, Property owner card, on file at Berkeley Architectural Heritage Association.
ca. 1947-1975	Ferol C. Gill (owner)	Building Sale Record May 12, 1948, Property ownership card, on file at Berkeley Architectural Heritage Association; U. S. Federal Census, 1950; The Pacific Telephone & Telegraph Co. (1950, 1955, 1962, 1970, 1975)
1950	Meyer T L R	The Pacific Telephone & Telegraph Co. (1950)
1975	Doris A. Stott (owner)	Building Sale Record September 18, 1975, Property owner card, on file at Berkeley Architectural Heritage Association; Alameda County Clerk-Recorder, Document 75134915 (September 19, 1975)
ca. 1991 - Present	Frederick M. Dolan and Victoria C. Elliott (owners) Frederick M. and Victoria C. Elliot Dolan Trust Alethea Dolan	Pacific Bell White Pages (1991); Cole Information (1992); Haines Company, Inc. (2006); ParcelQuest (2025)
ca. 2014-2021	Michael Parayno (owner)	Cole Information (2014); Alameda County Clerk-Recorder, Document 2021397389 (December 15, 2021)
ca. 2000-2021	Narumon Lerdsilp (owner)	Alameda County Clerk-Recorder, Document 2000021744 (January 1, 2000); Alameda County Clerk-Recorder, Document 2021397389 (December 15, 2021)

**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

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*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>12</sup> They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 1731 Sacramento Street is evaluated below for potential historic significance according to National Register Criteria A through D.

*Criterion A – Events*

Preliminary research did not identify any significant association between the multi-family residential building at 1731 Sacramento Street and important events in the past. The subject building was constructed in 1926, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1731 Sacramento Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1731 Sacramento Street does not appear to possess significance under Criterion A.

*Criterion B – People*

Preliminary research did not identify any significant association between the residential building at 1731 Sacramento Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, indicating that the subject building has continuously functioned as a multi-family residence. A review of building permit records, historical newspapers, census, and city directory data failed to identify any person associated with the subject property whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1731 Sacramento Street does not appear to possess significance under Criterion B.

*Criterion C – Design*

1731 Sacramento Street is a residential building that was constructed in 1926 as a three-story apartment house. It was designed in a vernacular Craftsman/California Bungalow-style, which was more commonly applied to single-family residences. The property includes the following features that are reflective of a multi-unit building, including: a street level enclosed garage, three stories in height, and a sense of symmetry, and features of the Craftsman/California Bungalow-style, including stucco siding and projecting eaves. Despite these features, the building is not distinctive and its features do not rise to the level of significance necessary for its inclusion on the National Register. The building is not a prominent example of its style or its type and it does not appear to be distinctive or unique within the City of Berkeley. As such, it does not appear to be significant for its design or engineering. Building permits indicate that the residence was designed and constructed by an individual named “S. E. Bisler.” Preliminary research does not suggest that Bisler was significant to the residential development of Berkeley and was not considered a master designer or builder, respectively. For these reasons, 1731 Sacramento Street does not appear to possess significance under Criterion C.

*Criterion D – Information Potential*

While most often applied to archaeological districts and sites, Criterion D 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. The building at 1731 Sacramento Street is representative of residential property types constructed in North Berkeley during the early twentieth century. The building was constructed of standard materials and with standard methodologies. Furthermore, the construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There is no evidence to suggest that 1731 Sacramento Street would yield significant information that would expand our current knowledge or theories of design, methods of construction, or other information that is not already known. As such, it does not appear to possess significance under Criterion D.

*Integrity Analysis*

In addition to being eligible for listing under at least one of the 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 building at 1731

<sup>12</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>.

\*Recorded by: Alison Garcia Kellar, ESA

\*Date: February 2025

Continuation

Update

Sacramento Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

Summary

Based on a site survey, archival research, and the analysis presented above, the building at 1731 Sacramento Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1731 Sacramento Street does not qualify as a historic property under Section 106 of the National Historic Preservation Act.

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

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