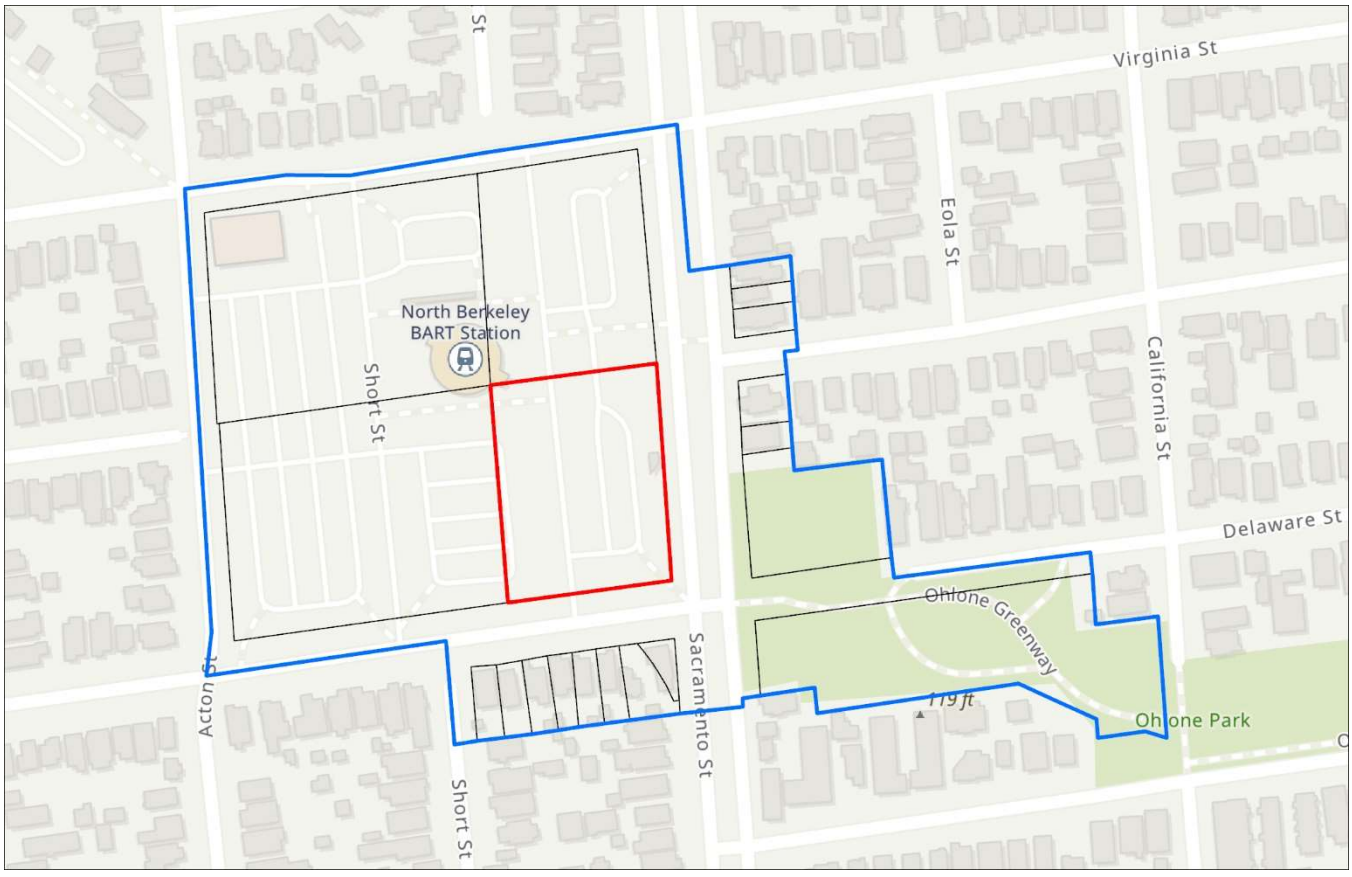
Final Report

NORTH BERKELEY BART EBALDC AFFORDABLE HOUSING PROJECT, BERKELEY, ALAMEDA COUNTY, CALIFORNIA

Cultural Resources Survey Report

Prepared for
East Bay Asian Local Development Corporation
1825 San Pablo Avenue, Suite 200
Oakland, CA 94612

March 2025



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STATEMENT OF CONFIDENTIALITY

North Berkeley BART EBALDC Affordable 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 EBALDC Affordable Housing Project located at 1429 Delaware Street 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

North Berkeley BART EBALDC Affordable 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 EBALDC Affordable Housing Project (project) at 1429 Delaware Street in Berkeley, California.

The East Bay Asian Local Development Corporation (EBALDC) proposes to develop a 100% affordable housing project on a 1.549-acre parcel (Assessor Parcel Number [APN] 058-2148-017-04) with an address at 1429 Delaware Street in Berkeley, California. EBALDC 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
Introduction

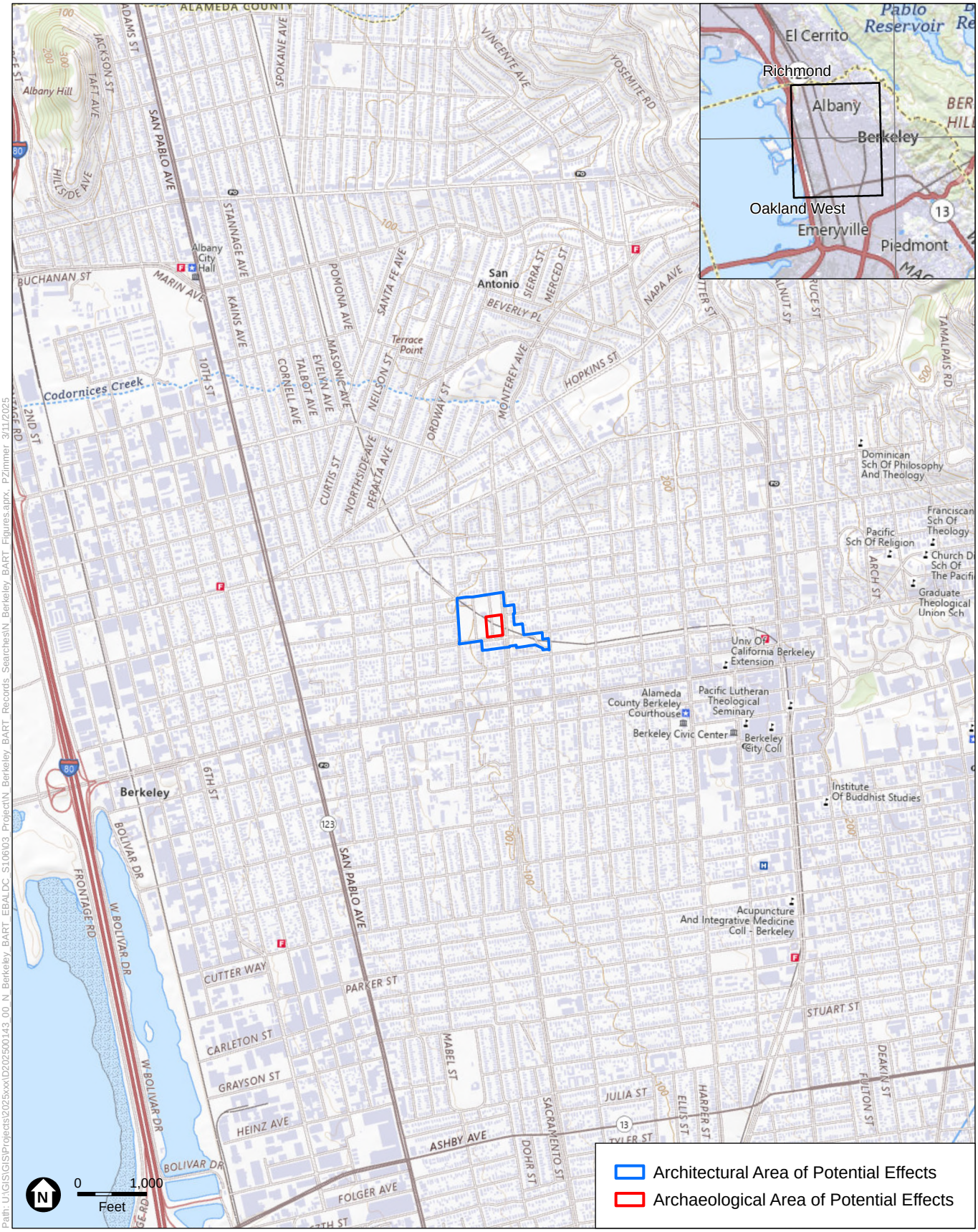
This Cultural Resources Survey Report documents the methods and results of a cultural resources inventory completed for the North Berkeley BART EBALDC Affordable Housing Project (project) at 1429 Delaware Street in Berkeley, California. The EBALDC proposes to develop the affordable housing project on a 1.549-acre parcel (Assessor Parcel Number [APN] 058-2148-017-04) with an address at 1429 Delaware Street in Berkeley, California. The rectangular project site has frontage on Delaware and Sacramento streets and currently contains a paved parking lot associated with the North Berkeley Bay Area Rapid Transit (BART) station. To support the project, EBALDC is seeking various types of housing vouchers from the BHA. These housing vouchers are backed by HUD funding and the project 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 7.5-minute topographic quadrangle in Alameda County, California (**Figure 1**).

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

This document records the existing conditions of the project site regarding 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.



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SOURCE: USGS National Map, 2025

North Berkeley BART EBALDC Affordable Housing Project

Figure 1
Project Location and Vicinity

ESA

CHAPTER 2
Project Background

Project Description

EBALDC proposes to develop a 100% affordable housing project on a 1.549-acre parcel (Assessor Parcel Number [APN] 058-2148-017-04) with an address at 1429 Delaware Street in Berkeley, California. The rectangular project site has frontage on Delaware and Sacramento streets.

The project site currently contains a paved parking lot associated with the North Berkeley BART station. The proposed project will consist of removing the parking lot and constructing a new six-story mixed-use building. The building will contain a total of 60 dwelling units including 17 studios, 13 one-bedroom units, 15 two-bedroom units, and 15 three-bedroom units. Other project components include 819 square feet of ground-floor commercial space, parking for 65 bicycles, and 2,538 square feet of private open space. The project will be 100% affordable to low-income and extremely low-income occupants.[1]

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

[1] City of Berkeley Department of Planning and Development, "1750 Sacramento Approval Letter (PLN 2024-0010)," December 11, 2024, 2.

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.[2]

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

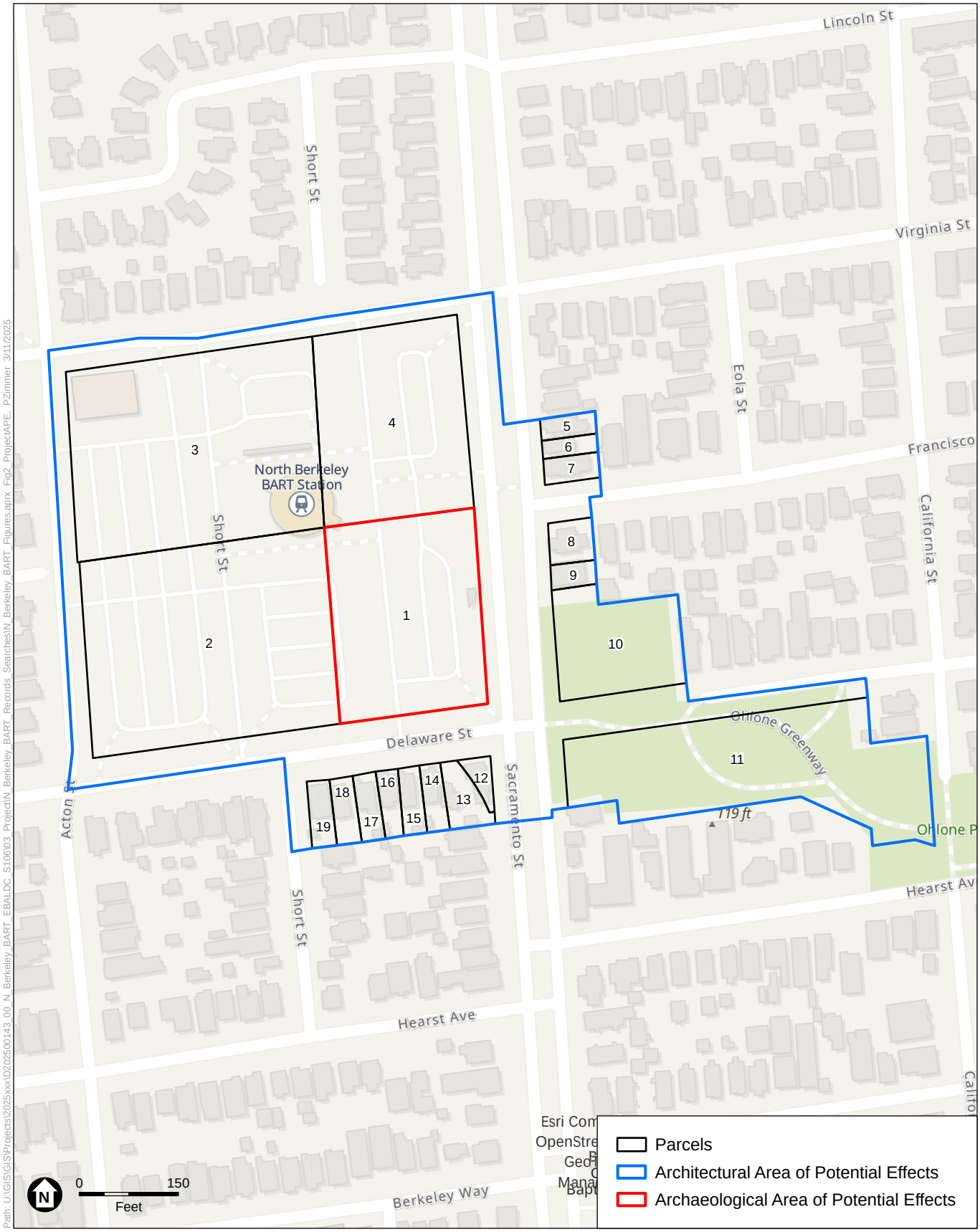
[2] California State Office of Historic Preservation, "Instructions for Recording Historical Resources," March 1995, 2, accessed February 2025, ahttps://ohp.parks.ca.gov/pages/1054/files/manual95.pdf.

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 058-2148-017-04), the three contiguous parcels on the same block (APNs 058-2148-016-05, 058-2148-018-05, and 058-2148-019-04), and the 15 parcels directly across Delaware Street to the south and Sacramento Street to the east (058-2150-020-01, -021, and -022; 058-2151-014, -015, and -016; 057-2067-028-01; and 057-2076-001, -002, -003, -004, -005, -006, -007, and -008). 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	058-2148-017-04	1429 Delaware (northwest corner of Delaware 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	058-2149-019-04	n/a (southwest corner of Virginia and Sacramento)	1973	1973	52 years
5	058-2151-014	1501 Francisco	1952	1951	74 years
6	058-2150-022	1504 Francisco	1941	1941	84 years
7	058-2150-021	1731 Sacramento	1926	1926	99 years
8	058-2150-020-01	1739 Sacramento	1979–80	1979–80	Approximately 45 years
9	057-2067-028-01	1502 Delaware	1979–80	1979–80	Approximately 45 years
10	057-2076-008	1800 Sacramento	1960	1960	65 years
11	057-2076-007	1442 Delaware	1923	1923	102 years
12	057-2076-006	1440 Delaware	1923	1923	102 years
13	057-2076-005	1438 Delaware	1923	1923	102 years
14	058-2151-016	1719 Sacramento	1925	1925	100 years
15	058-2151-015	1721 Sacramento	1927	1927	98 years
16	057-2076-004	1436 Delaware	1925	1925	100 years
17	057-2076-003	1434 Delaware	1909	1909	116 years
18	057-2076-002	1428 Delaware	1921	1925	100 years
19	057-2076-001	1426 Delaware	1921	1921	104 years



SOURCE: Mapbox, 2025

North Berkeley BART EBALDC Affordable Housing Project

Figure 2
Project APE

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CHAPTER 3
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.[3] The project site is located approximately 0.2 mile south of the historical alignment of Schoolhouse Creek and 0.4 mile north of the historical alignment of Strawberry Creek (**Figure 3**).[4]

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**).[5] 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.[6]

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.[7] 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-

[3] 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.

[4] 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.

[5] 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.

[6] Langan, "Preliminary Geotechnical Evaluation," 2023.

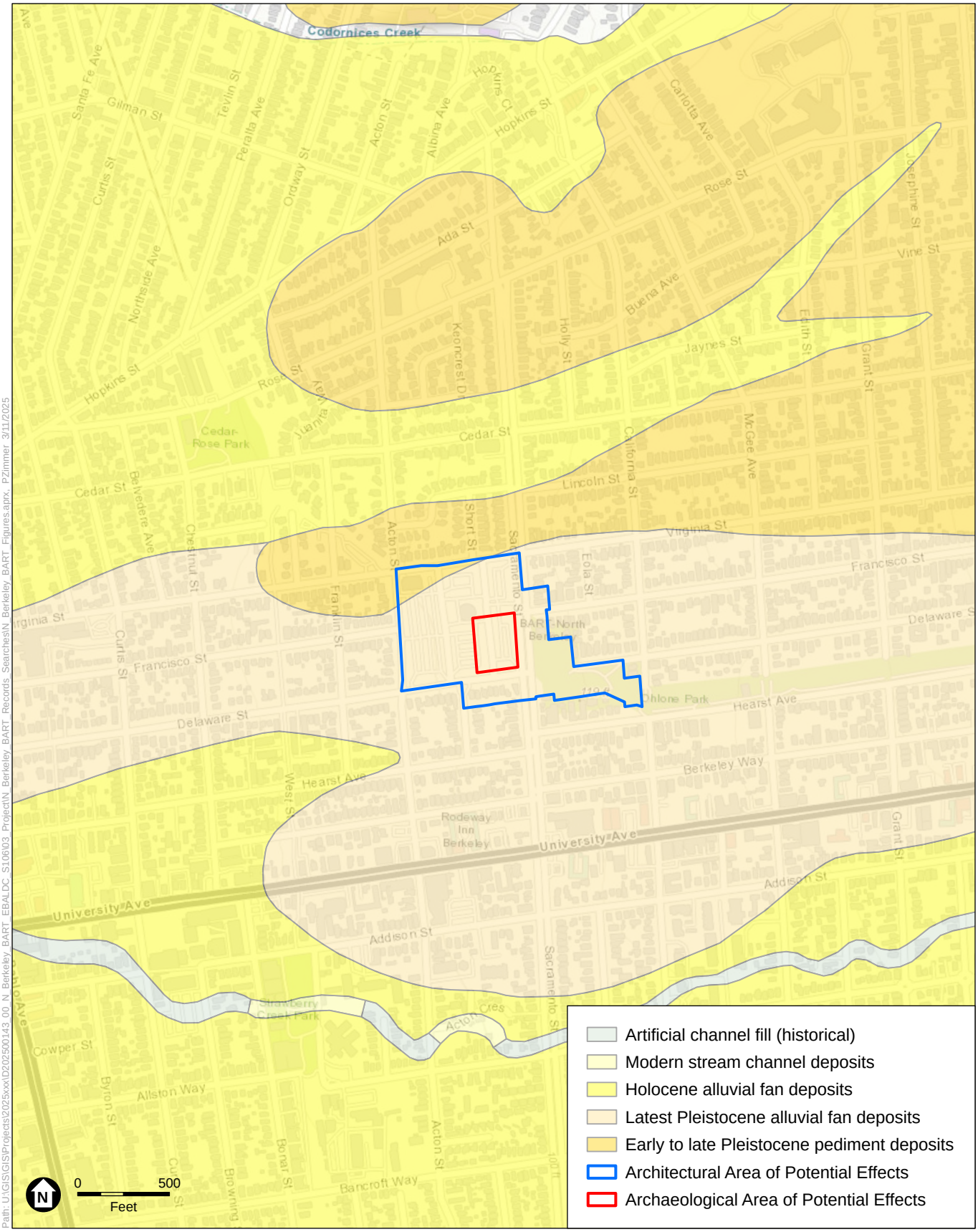
[7] Randall Groza, Jeffrey Rosenthal, John Southon, and Randall Milliken, "A Refined Shell Bead Chronology for Late Holocene Central California." *Journal of California and Great Basin Anthropology,* 31(2): 2011, 13-32.

SOURCE: Sowers et al., 2010

North Berkeley BART EBALDC Affordable Housing Project

Figure 3
Creek and Watershed Map of Western Alameda County

ESA



SOURCE: Witter, 2006

North Berkeley BART EBALDC Affordable Housing Project

Figure 4
Geological Context

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contact chronology uses a generalized geologic-time based scheme, as presented by Milliken et al.,[8] with Groza et al.'s Scheme D supplementing the Late Holocene (4200 to 180 years before present [BP]) period.[9] 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.[10] [11] 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.[12] [13]

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

[8] 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.

[9] Groza et al., "A Refined Shell Bead Chronology," 2011.

[10] Milliken et al., "Punctuated Cultural Change," 2007.

[11] 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.

[12] Milliken et al., "Punctuated Cultural Change," 2007.

[13] 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 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.[14] [15]

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.[16] [17]

[14] Milliken et al., "Punctuated Cultural Change," 2007.
[15] Byrd et al., *San Francisco Bay-Delta Regional Context and Research Design,* 2017.
[16] Milliken et al., "Punctuated Cultural Change," 2007.
[17] 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.[18,19,20] 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.[21,22] Though varied, contact-era population estimates for the Ohlone range from between 7,000 and 16,000.[23]

Linguistically, Ohlone (also known as Costanoan) is a subfamily of the Penutian stock with an estimated six separate languages or dialect clusters.[24,25] 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.[26,27,28]

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.[29] 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.[30,31]

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

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

[19] 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.

[20] 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.

[21] Milliken et al., "Punctuated Cultural Change," 2007.

[22] Milliken, *A Time of Little Choice*, 1995.

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

[24] Milliken et al., *Ohlone/Costanoan Indians of the San Francisco Peninsula,* 2009.

[25] Levy, "Costanoan," 1978.

[26] Milliken, *A Time of Little Choice*, 1995.

[27] Milliken et al., "Punctuated Cultural Change," 2007.

[28] Milliken et al., *Ohlone/Costanoan Indians of the San Francisco Peninsula,* 2009.

[29] Levy, "Costanoan," 1978.

[30] Levy, "Costanoan," 1978.

[31] 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.[32,33,34]

The most common Ohlone house type was circular and grass-/rush-thatched.[35] 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.[36,37,38]

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.[39,40,41] 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.[42,43,44]

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 Crespí,

[32] Milliken, *A Time of Little Choice*, 1995.
[33] Milliken et al., "Punctuated Cultural Change," 2007.
[34] Milliken et al., *Ohlone/Costanoan Indians of the San Francisco Peninsula,* 2009.
[35] Kroeber, *Handbook of the Indians of California,* 1925 [1976].
[36] Milliken, *A Time of Little Choice*, 1995.
[37] Milliken et al., "Punctuated Cultural Change," 2007.
[38] Milliken et al., *Ohlone/Costanoan Indians of the San Francisco Peninsula,* 2009.
[39] Milliken et al., "Punctuated Cultural Change," 2007.
[40] Milliken et al., *Ohlone/Costanoan Indians of the San Francisco Peninsula,* 2009.
[41] Levy, "Costanoan," 1978.
[42] Milliken, *A Time of Little Choice*, 1995.
[43] Milliken et al., "Punctuated Cultural Change," 2007.
[44] 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.[45]

Development History of the APE

The APE spans both sides of Sacramento Street, which is the border between the North and Northwest Berkeley neighborhoods.[46] 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**)].

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

[46] Sacramento Street is the north-south boundary between the North and Northwest Berkeley neighborhoods.

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SOURCE: Sanborn Map Company

North Berkeley BART EBALDC Affordable Housing Project

Figure 5
1929 Sanborn Map

ESA

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**)].[47]

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**.

[47] 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.

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SOURCE: UC Santa Barbara FrameFinder

North Berkeley BART EBALDC Affordable Housing Project

Figure 6
1974 Aerial Photograph

ESA

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SOURCE: UC Santa Barbara FrameFinder

North Berkeley BART EBALDC Affordable Housing Project

Figure 7
1984 Aerial Photograph

ESA

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CHAPTER 4
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 MILE 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 miles 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."[48]

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.

[48] 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 MILES OF APE

Primary No.	Trinomial	Name	Distance from APE (mi)
P-01-010664	CA-ALA-616	Redeposited Artifacts	0.08 mi

Previously Recorded Architectural Resources

The results of the records search indicate that no previously recorded architectural historic properties are located within the APE.

The results of the records search indicate that there is one previously recorded architectural resource located within 0.25 miles of the APE: the California Apartments building at 1630 University Avenue (P-01-011015); the current historic status of the building could not be verified. Through archival research, ESA identified one other previously recorded architectural resource within 0.25 miles of the APE: Fox Court at 1472 University Avenue (P-01-005674), which is individually listed in the National Register. These resources are listed in **Table 4**.

TABLE 4
PREVIOUS ARCHITECTURAL RESOURCES EVALUATED WITHIN 0.25 MILE OF APE

Primary No.	Name / Address	Status Code*	Distance from APE (mi)
P-01-011015[1]	California Apartments, 1630 University Avenue, Berkeley	—	0.24 mi
P-01-005674	Fox Court, 1472 University Avenue, Berkeley	1S	0.2 mi

NOTES
*1S – Individually listed in the NR by the Keeper. Listed in the CR.
1. The site record for P-01-011015 was not available at the NWIC and it is not listed in the Alameda County BERD.

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.

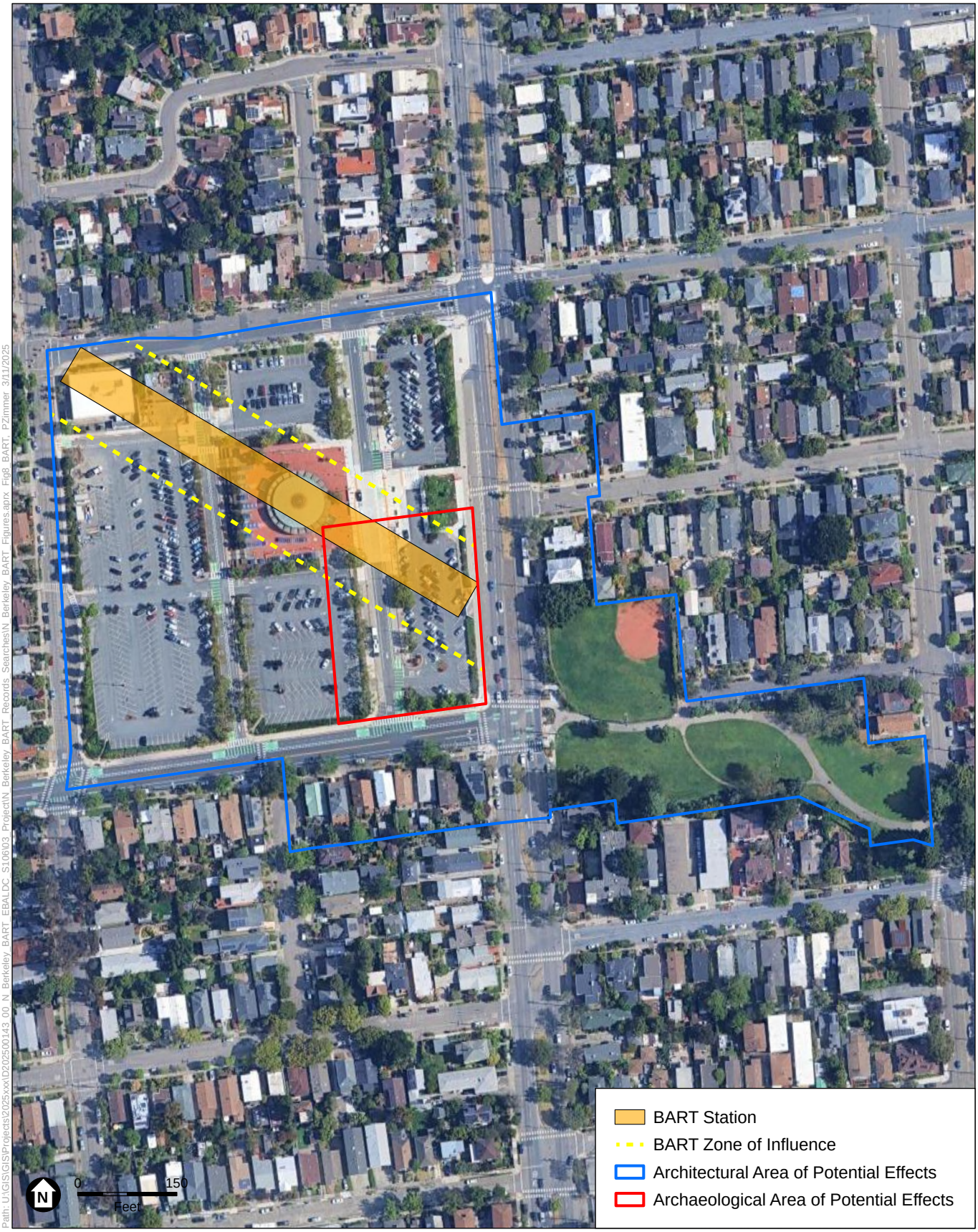
The APE is located between the historic courses of Schoolhouse and Strawberry creeks (see Figure 3). Schoolhouse Creek, the closest fresh water source prior to urban development of the APE, was approximately 0.2 mile north of the APE and was an intermittent, not year-round, water source. Geologically, 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 north 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,[49] 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.[50] 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.

[49] Langan, "Preliminary Geotechnical Evaluation," 2023.

[50] Michael C. Healy, "Building San Franciso's BART Tunnels," *FoundSF,* accessed February 25, 2025. https://www.foundsf.org/index.php?title=Building_San_Francisco%27s_BART_tunnels.



SOURCE: Langan, 2023; Mapbox, 2025

North Berkeley BART EBALDC Affordable Housing Project

Figure 8
BART Station Extent

ESA

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 5** below. The 14 properties that have not been previously evaluated are highlighted and evaluated below.

TABLE 5
AGE-ELIGIBLE ARCHITECTURAL RESOURCES WITHIN APE

Name/Address	APN(s)	Date of Construction[1]	Brief Description	To be evaluated in this CRSR?
North Berkeley BART Station	058-2148-017-04 058-2147-018-05 058-2146-016-05 058-2149-019-04	1973	Reinforced concrete public transit station surrounded by paved parking lots	No; evaluated in 2021 and recommended ineligible for listing in the National Register
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
Ohlone Park[2]	058-2150-021 058-2150-020-01	1979–80	Segment of a public park with a softball diamond and a lawn with paved, undulating paths	Yes; age eligible and not previously evaluated
1800 Sacramento	057-2076-008	1960	Two-story, multi-family triplex	Yes; age eligible and not previously evaluated
1442 Delaware	057-2076-007	1923	Two-story, multi-family residence	Yes; age eligible and not previously evaluated
1440 Delaware	057-2076-006	1923	One-story, single-family residence	Yes; age eligible and not previously evaluated
1438 Delaware	057-2076-005	1923	One-story, single-family residence	Yes; age eligible and not previously evaluated
1436 Delaware	057-2076-004	1923	One-story, single-family residence	Yes; age eligible and not previously evaluated
1434 Delaware	057-2076-003	1909	One-story, single-family residence	Yes; age eligible and not previously evaluated
1428 Delaware	057-2076-002	1925	Two-story, single-family residence	Yes; age eligible and not previously evaluated
1426 Delaware	057-2076-001	1922	One-story, single-family residence	Yes; age eligible and not previously evaluated

NOTES

1. Construction dates confirmed by ESA.
2. The portion of Ohlone Park that is located in the APE occupies two parcels; this portion of the park (i.e., between Sacramento and California streets) is evaluated in one DPR 523 form set.

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*.[51]

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.

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.[52] 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 9**).

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.

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

[52] ParcelQuest, Alameda County Assessor records for 1719 Sacramento Street, accessed February 25, 2024.

SOURCE: ESA, 2025

Figure 9
1719 Sacramento Street, 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 ParcelQuest, 1719 Sacramento Street was constructed in 1925.[53] 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.[54] 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.[55] Later changes include an electrical service panel upgrade and the installation of a sump pump in the 2020s.[56,57]

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

[53] "Building Permit 17023," City of Berkeley, June 3, 1924. On file at Berkeley Architectural Heritage Association.
[54] "Building Permit 33764," City of Berkeley, November 22, 1929. On file at Berkeley Architectural Heritage Association.
[55] "Building Permit 46860," City of Berkeley, June 3, 1939. On file at Berkeley Architectural Heritage Association.
[56] "Electrical Permit B2020-03427," City of Berkeley, October 9, 2020.
[57] "Building Permit B2024-00238," City of Berkeley, January 18, 2024.

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 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.

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 shingle hipped and is clad in stucco (**Figure 10**). 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 two-door single-car garage 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 clad in terracotta coping with

decorative brackets sits above the window assembly. The roofline is clad in terracotta coping and includes a gable at the two-story volume which slopes downward to 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 sits in 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 10
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 the Berkeley Architectural Heritage Association (BAHA), 1721 Sacramento Street was constructed in 1927.[58] 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

[58] "Building Permit 27495," City of Berkeley, April 6, 1927. On file at Berkeley Architectural Heritage Association.

1963, and the wood awning was added to the front porch in 1965.[59,60] 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."[61] The property was reroofed again in 1977.[62] Later modifications include the construction of a deck at the rear of the home, and seismic and plumbing upgrades.[63,64,65,66,67,68]

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 1925, 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. It appears unlikely that any of the present or former owners or occupants of 1721 Sacramento Street occupied the property during their productive lives (i.e., the time period when he or she would have gained importance within his or her professional group). 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

[59] "Building Permit 97121," City of Berkeley, February 27, 1963.
[60] "Building Permit 104190," City of Berkeley, September 1, 1956.
[61] "OPEN SUNDAY 1-3: 1721 Sacramento St.," *The Berkeley Gazette*, June 10, 1971.
[62] "Building Permit 081177619," City of Berkeley, August 11, 1977.
[63] "Building Permit B1997-00896," City of Berkeley, March 5, 1997.
[64] "Building Permit B2003-03675," City of Berkeley, August 20, 2003.
[65] "Building Permit B2017-03451," City of Berkeley, August 9, 2017.
[66] "Building Permit B2018-01671," City of Berkeley, April 30, 2018.
[67] "Building Permit B2022-00847," City of Berkeley, February 25, 2022.
[68] "Building Permit B2023-01672," City of Berkeley, April 5, 2023.

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.

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 11**). 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, four-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 11
1501 Francisco Street, view facing north

Construction Chronology

According to building permits obtained from the City of Berkeley, 1501 Francisco Street was constructed as a duplex in 1953 for an initial cost of $17,475.[69] As such, the parcel is depicted as unimproved in an aerial photograph from 1946 and a 1950 Sanborn Fire Insurance Map. The property is 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."[70] 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 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 was the site of a specific historical event or that

[69] "Building Permit #72553," City of Berkeley.
[70] Property File for 1501 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

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 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 1501 Francisco Street 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 20th century. A review of property records and historic photographs confirms that various alterations have been made since 1501 Francisco Street's initial construction, including the addition of at least one window opening on the primary façade and the replacement of major windows on the primary façade. Despite these alterations, the 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.[71] However, 1501 Francisco Street 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 20th century and are not a unique property type or design, nor does 1501 Francisco Street possess high artistic values. While the building's original and subsequent design professionals and/or craftsmen are unknown, 1501 Francisco Street 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

[71] California Department of Transportation (Caltrans), "Tract Housing in California, 1945-1973: A Context for National Register Evaluation," 2011, 69-70.

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 12**). 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.

SOURCE: ESA, 2025

Figure 12
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 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 was in a "good location just across the street from the new BART station."[72] In 1977, the real estate records indicate that the owner occupied one unit with a tenant occupying the other and characterized 1504 Francisco Street as "small but charming" with "inside entry from garage."[73] 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 1504 Francisco Street, most notably replacement of the original windows on the primary façade. It is unknown at what date between 1977 and 2025 these changes occurred.

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 1504 Francisco Street 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.

[72] Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.
[73] Property File for 1504 Francisco Street.

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 20th century.[74] A review of property records and historic photographs confirms that various alterations have been made since 1504 Francisco Street's initial construction, including the replacement of major windows on the primary elevation. Despite these alterations, the 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, 1504 Francisco Street 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 20th century and are not a unique property type or design, nor does 1504 Francisco Street 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 1504 Francisco Street 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.

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 13**).

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

[74] ICF Consulting, "Flats and Small Apartment Buildings (1915-1978)," (San Francisco Planning Department, 2011), F-27.

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, flaking 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 13
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.[75] 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.[76] 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

[75] "Building Permit 24549," March 29, 1926, City of Berkeley. On file at Berkeley Architectural Heritage Association.

[76] Property ownership card for 1729-1731 Sacramento Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.

work to repair termite damage at a deck and joists, the installation of a new electrical panel, and reroofing.[77,78,79,80]

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 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

[77] "Building Permit B2018-02163," City of Berkeley, June 4, 2018,
[78] "Building Permit B2022-01346," City of Berkeley, March 28, 2022.
[79] "Building Permit B2022-02891," City of Berkeley, June 24, 2022.
[80] "Building Permit B2024-04159," City of Berkeley, August 23, 2024.

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.

Ohlone Park (APNs 058-2150-020-01 and 057-2067-028-01)

Architectural Description

The segment of Ohlone Park between Sacramento and California streets occupies two parcels in North Berkeley (**Figure 14**). The 0.65-acre north parcel (APN 058-2150-020-01) occupies the northeast corner of the intersection of Sacramento and Delaware streets. The 1.79-acre south parcel (APN 057-2067-028-01) is bounded by Sacramento Street on the west, Delaware Street on the north, California Street on the east, and the residential properties with frontage on Hearst Avenue on the south.

The north parcel contains a softball diamond enclosed within a chain-link fence. The diamond appears to be well maintained. An undulating, paved path separates the north and south parcels and is a portion of the Ohlone Greenway, a 5.3-mile pedestrian and bicycle path that begins at the east end of Ohlone Park (at Martin Luther King Jr. Way and Hearst Avenue) and ends at San Pablo Avenue and Baxter Creek Gateway Park in Richmond. The south parcel contains three distinct lawns bordered by paved paths as well as several benches, garbage cans, mature trees, and lampposts.

SOURCE: ESA, 2025

Figure 14

West entrance to Ohlone Park, view facing east from the intersection of Sacramento and Delaware streets

Construction Chronology

In the early 1960s, a BART line through North Berkeley was originally planned as an elevated track, but in 1966, citizens of Berkeley voted in favor of a subway line with "air rights" above grade.[81] In 1967, a linear, 9.5-acre area on the north side of Hearst Avenue between Milvia and Sacramento streets was razed and cleared of approximately 200 residences for the development of the BART subway. This area was dubbed the "Hearst Strip," and speculators proposed developing the air rights with high-density housing "intersperse[d with] 'vest-pocket' parks."[82]

The next year, another large-scale demolition south of the UC Berkeley campus incited protests and sit-ins, and the area was famously named the "People's Park." (The contentious history of People's Park is not discussed here.) In May 1969, police violently ousted the protesters, and a days-long riot ensued. Many of the protesters relocated to the Hearst Strip, specifically around the intersection of Hearst Avenue and Grant Street, and set about improving the vacant land that they christened "People's Park Annex" and "People's Park Mobile Annex."[83] Over time, gardens, furniture, and play structures appeared, and the protesters repeatedly clashed with the police who sought to remove them for illegally occupying privately owned property.[84] People's Park Annex "became an important symbol of community control like People's Park [had been]."[85]

In March 1974, BART offered to sell the westernmost 4.5 acres of the Hearst Strip (i.e., the area bounded by Sacramento Street, Hearst Avenue, and McGee Avenue) to the Peralta Community College District.[86] One year later, in March 1975, the Peralta Community College District purchased the property for $400,000 and proposed building the "Berkeley Learning Pavilion" whose program would include "a district-wide center for non-traditional study, a Peralta center for the continuing education of women, regular courses of instruction and a variety of community-oriented educational, cultural, and recreational activities fully coordinated with other agencies."[87] Over the subsequent months, neighborhood residents and the larger Berkeley community protested the development of the Hearst Strip as anything other than a public park, which had been the unofficial use of the portion of the Hearst Strip east of McGee Avenue since 1969. Public outcry was so forceful that BART rejected the Peralta Community College District's plan in October 1976, opting instead to lease the property to the City of Berkeley "for the benefit of the residents."[88] Initially, the City leased the land from BART for $1 per year.[89] In 1977, Democratic Assemblyman Tom Bates of Oakland proposed Assembly Bill 1308 that would "make changes in [the]law affecting [the] Hearst Strip in Berkeley,"[90] specifically allowing the City of Berkeley to take

[81] Jim Carberry, "Populace Want to Help Plan BART Stations in Their Own Neighborhoods," *Berkeley Gazette,* March 3, 1967, 1.

[82] Carberry, "Populace Want to Help," 1967, 1.

[83] Historical video footage of protestors occupying People's Park Annex in May 1969 can be viewed online. "People's Park Mobile Annex (Berkeley)," *Bay Area Television Archive,* May 1969, accessed February 28, 2025, https://diva.sfsu.edu/collections/sfbatv/bundles/208853.

[84] Bernard Marszalek, "Fifty Years Ago: The Origins of Berkeley's Ohlone Park," *Fifth Estate,* Summer 2019, accessed February 19, 2025, https://www.fifthestate.org/archive/404-summer-2019/fifty-years-ago/.

[85] "Berkeley Truce: BART to Give Up Land as Park Site," *Los Angeles Times,* October 15, 1975, 34.

[86] "BART Offer: Peralta Urged to Buy Land," *Oakland Tribune,* March 16, 1974, 5.

[87] "BART Offer," March 16, 1974, 5.

[88] "Hearst Strip Dispute," *Laney Tower* (Laney College, Oakland) 10, no. 4 (October 21, 1976), 1.

[89] "Hearst Strip Dispute," October 21, 1976, 1.

[90] "Sacramento Summary," *San Bernardino Sun,* September 19, 1977, B13.

control and ownership of the property.[91] The bill was signed into law in September 1977,[92] and ownership of the property was transferred to the City of Berkeley in May 1978.[93] In December 1978, the City announced that the westerly portion of the Hearst Strip (i.e., the area bounded by Sacramento Street, Hearst Avenue, and McGee Avenue), which at that time was disused and overgrown with weeds, would be developed the following summer as "a large, landscaped playing area, with […] a softball diamond."[94] The new park opened to the public in late 1979.[95]

In March 1981, citizens of Berkeley led a campaign to rename the Hearst Strip, the name of which was associated historically with Phoebe Apperson Hearst, to "Ohlone Park" to memorialize the East Bay's Native people.[96] It continues to be known as Ohlone Park in 2025.

Evaluation

Criterion A – Event

Preliminary research did not identify any significant association between the segment of Ohlone Park between Sacramento and California streets and important events in the past. This was the last segment of the park to be developed. Whereas the area of the park east of McGee Avenue had been unofficially used as a public park since 1969 and subsequently improved, area west of McGee Avenue remained disused and overgrown with weeds as late as 1979.[97] The segment of Ohlone Park between Sacramento and California streets does not appear to have been a critical part of People's Park Annex. By comparison, the Ohlone Dog Park (located between Martin Luther King Jr. Way and Grant Street) was developed concurrently (in 1979) and "holds the distinction of being considered the first off-leash public dog park in America and possibly also the first in the world."[98] Review of archival data does not indicate that the segment of Ohlone Park between Sacramento and California streets was the site of a specific historical event or that it was significant in the history of public parks in Berkeley. For these reasons, the segment of Ohlone Park between Sacramento and California streets is recommended ineligible under Criterion A.

Criterion B – Person

Preliminary research did not identify any significant association between the segment of Ohlone Park between Sacramento and California streets and important persons. A review of archival materials did not identify any individual whose productive life (i.e., the time period when he or she would have achieved significance) is closely associated with the park or whose personal achievements or professional accomplishments rose to national significance. For these reasons, the segment of Ohlone Park between Sacramento and California streets is recommended ineligible under Criterion B.

[91] "Money Apportioned for Parks," *Oakland Tribune,* December 12, 1978, 25.

[92] "Sacramento Summary," September 19, 1977, B13.

[93] Property sale history, ParcelQuest, accessed February 19, 2025, https://www.parcelquest.com.

[94] "Money Apportioned for Parks," December 12, 1978, 25.

[95] "Money Apportioned for Parks," December 12, 1978, 25.

[96] Fred Garretson, "Park Name Changed from Hearst to Ohlone," *Oakland Tribune,* March 20, 1981, 15.

[97] "Money Apportioned for Parks," December 12, 1978, 25.

[98] Jenevieve Hughes, "People's Park Annex (Ohlone Dog Park)," *Clio: Your Guide to History,* February 26, 2021, accessed February 28, 2025, https://theclio.com/entry/95890.

Criterion C – Design/Construction

The overall design for Ohlone Park was developed in 1978–79 by City of Berkeley staff under parks design manager Lynn Brenner and architect Doug Wolfe.[99,100] Rather than being the work of a master landscape architect or other master design professional, Ohlone Park was designed by City staff as one park project among many in Berkeley. It is a linear park with typical park features (e.g., lawns, paved paths, recreation equipment/facilities, benches, etc.). As such, it does not appear to possess high artistic value or embody distinctive characteristics of a type, period, or method of construction such that it would be eligible for listing in the National Register for its design/construction. For these reasons, the segment of Ohlone Park between Sacramento and California streets 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 segment of Ohlone Park between Sacramento and California streets is representative of public parks constructed in Berkeley during the late-20th century. The park features standard features and materials and was constructed using standard methodologies. There is no evidence to suggest that the segment of Ohlone Park between Sacramento and California streets 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.

1800 Sacramento Street (APN 057-2076-008)

Architectural Description

The property at 1800 Sacramento Street is occupied by an altered Mid-Century Modern-style two-story triplex building featuring an irregular, trapezoidal footprint (**Figure 15**). The residence is comprised of two volumes: an original northern volume with a flat roof, and a southern volume addition with a lean-to roof that slopes southward. Both rooflines include generous flat eaves. The building is clad in stucco at the ground floor and horizontal wood siding at the upper floor.

The primary (north) facade faces Delaware Street and is asymmetrically composed. The property's secondary, east, facade faces Sacramento Street (a note that the property's address is along Sacramento Street). Two single-car garage doors and a jalousie window are located at the ground floor, while the upper floor includes two replacement vinyl sliding windows. An open staircase with concrete treads leads from the ground floor to an upper floor unit and includes a metal geometric handrail with contemporary vertical wood screening at the landing. A substantial 2022 upper floor addition is prominently visible from the secondary east facade along Sacramento Street, which includes an asymmetrical fenestration pattern, vinyl windows, and what appear to be secondary entrances. The east facade is largely obscured from view by a hedge and a new wood fence. The residence is set back from Delaware Street to accommodate a driveway. Limited landscaping includes trees, shrubbery and a shallow concrete planter.

[99] James Day, "Shaky Future for City Parks," *Berkeley Gazette,* August 12, 1979, 1.
[100] "Hearst Strip Park OK'd for Berkeley," *Oakland Tribune,* January 25, 1979, 28.

SOURCE: ESA, 2025

Figure 15
1800 Sacramento Street, facing south

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. Prior to its construction, the lot was undeveloped, as the surrounding neighborhood was largely constructed in the earlier part of the 20th century. In 1959, property owner George Sougey obtained a variance to construct a duplex on the southwest corner of Sacramento and Delaware Streets, and construction of the property was completed the following year.[101] Construction for the North Berkeley BART station, located across the street, was completed by 1973. A Sanborn map from 1980 illustrates the property likely in its original configuration as comprised of two intersecting volumes with a two-story volume at the north, and a one-story volume at the south. Building permits for earlier modifications were not located. Later permitted work between 2022 and 2023 altered the property to include an 828 square foot addition at the upper floor of the southern portion of the building, within the existing footprint.[102] Other changes at this time included the addition of solar panels, the addition of a vertical wood screen at the upper floor, and landscaping modifications.[103] The building and property have been modified at various points since the time of construction.

Evaluation

Criterion A – Event

Preliminary research did not identify any significant association between the residential building at 1800 Sacramento Street and important events in the past. The building was constructed in 1960, decades after

[101] "City Okehs Bldg. Change," *The Berkeley Gazette*, June 18, 1959.
[102] "Building Permit B2017-04104," City of Berkeley, September 21, 2017.
[103] "Building Permit B2022-01370," City of Berkeley, March 29, 2022.

the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1800 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, 1800 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 1800 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, 1800 Sacramento Street does not appear to possess significance under Criterion B.

Criterion C – Design/Construction

The building at 1800 Sacramento Street was constructed as a single-family residence in 1960. It was designed in the Mid-Century Modern style and possesses several character-defining features of the style, such as projecting eaves, stucco siding, a flat roof, and a lack of decorative elements. However, the subject building appears to be a simplified, vernacular example of the style as applied to a duplex building and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. Further, the original architect or builder were not identified. As such, it does not appear to be significant for its design or engineering. Moreover, it has undergone several alterations and additions since the time of its construction, including a substantial addition at the southern part of the building. For these reasons, 1800 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 1800 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 1800 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.

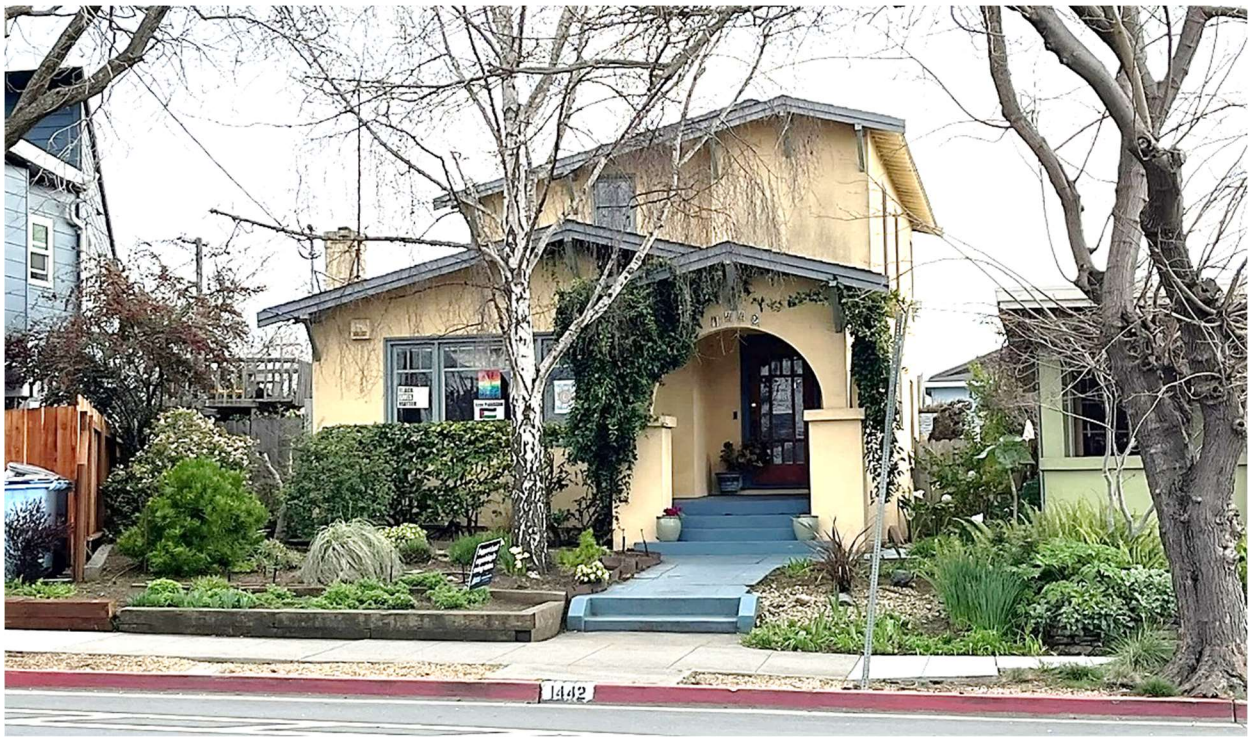
1442 Delaware Street (APN 057-2076-007)

Architectural Description

The property at 1442 Delaware Street is occupied by an altered bungalow-style two-story multi-family residential building, constructed in 1923. The property has an irregular footprint and is largely comprised of an original ground floor volume, and an additional upper floor volume. The volumes each have asphalt

shingled hipped roofs with intersecting gables with projecting eaves and decorative brackets. The building includes a concrete foundation, wood framing and is clad in stucco (**Figure 16**).

The primary (north) façade is asymmetrically composed and faces Delaware Street. The facade includes a semi-enclosed gable roof covered entrance porch with arched openings supported by boxed and battered piers which flank a series of concrete steps. The ground floor includes original wood window frames with replacement multi-lite windows. The west façade features a stucco-covered chimney flanked by metal sash windows. Mature trees and shrubbery abut the residence which is flanked by a wood fence.



SOURCE: ESA, 2025

Figure 16
1442 Delaware Street, facing south

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. The building permit for 1442 Delaware Street was issued in 1919 and the property was constructed in 1923.[104] Bernard Hawk was listed as the builder for the property. The 1929 Sanborn map depicts the property as being developed with a one-story residential building with semi-enclosed front porch, and a detached garage at the rear of the property, a configuration which was also visible on the 1950 Sanborn map and in a 1969 photograph.

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 substantial second floor

[104] "Building Permit 7844," City of Berkeley, July 22, 1919. On file at Berkeley Architectural Heritage Association.

addition was constructed to the rear of the residence in 1999, emulating the original 1923 design.[105] Work during this time also included a kitchen remodel. Later alterations included the demolition of the original garage and the construction of a 300 square-foot ADU in the rear yard, and stucco replacement.[106,107] Despite these alterations, the building's original footprint has been retained. Archival review indicates that the property was built as a single-family residence and current functions as a multi-family residence.

Evaluation

Criterion A – Events

Preliminary research did not identify any significant association between the residential building at 1442 Delaware Street and important events in the past. 1442 Delaware Street was originally constructed in 1923 as a one-story residential building, in the present-day North Berkeley neighborhood, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1442 Delaware Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons,1442 Delaware 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 1442 Delaware Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, and the property appears to have been largely owned by two entities over the course of its history. 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, 1442 Delaware Street does not appear to possess significance under Criterion B.

Criterion C – Design/Construction

The building at 1442 Delaware Street was constructed as a single-family residence in 1923. 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, gabled rooflines, projecting overhangs, exposed eaves and rafter tails. 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 built by an individual named "Bernard Hawk." Preliminary research does not suggest that Hawk was significant to the residential development of Berkeley or was considered a master builder. Moreover, it has undergone a substantial addition and several alterations since the time of its construction. For these reasons, 1442 Delaware 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

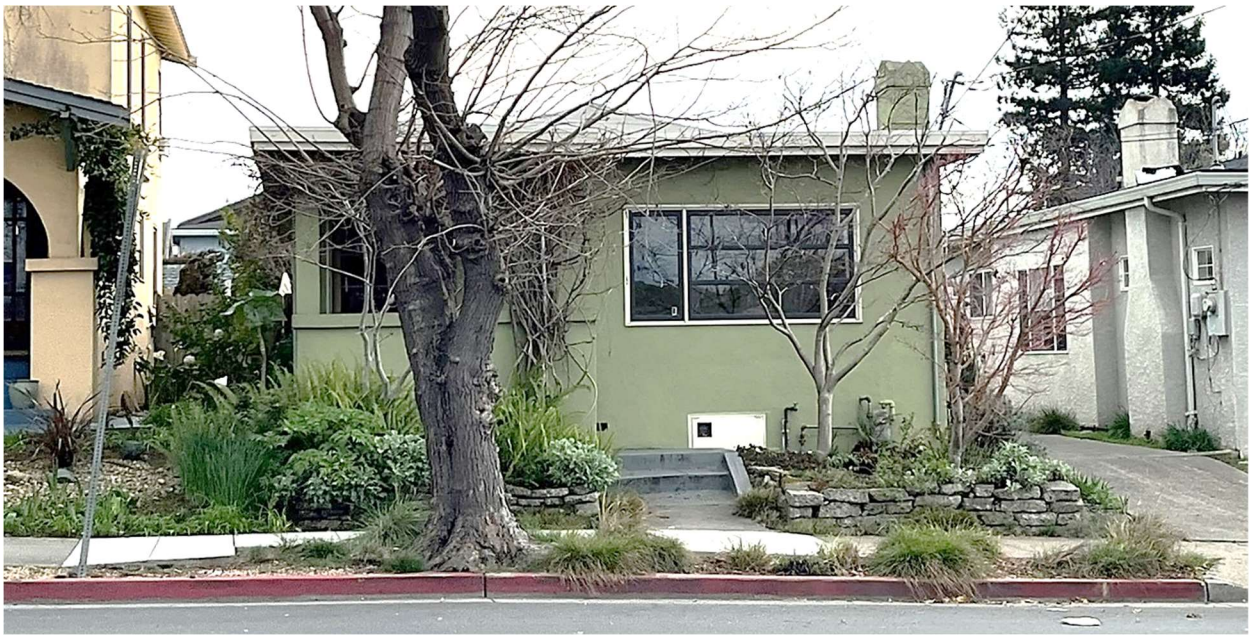
[105] "Building Permit B1998-01999," City of Berkeley, July 7, 1999.
[106] "Building Permit B2018-03476," City of Berkeley, August 31, 2018.
[107] "Building Permit B2018-03476-REV01," City of Berkeley, October 17, 2019.

information, and the information must be considered important. The building at 1442 Delaware 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 1442 Delaware 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.

1440 Delaware Street (APN 057-2076-006)

Architectural Description

The property at 1440 Delaware Street is occupied by an altered bungalow-style one-story single-family residential building constructed in 1923. The residence is of wood-frame construction, supported by a concrete foundation, clad with stucco, and capped by a hipped roof (**Figure 17**). The primary (north) façade faces Delaware Street and is asymmetrically composed with a projecting semi-enclosed gable roof covered entrance porch. A centralized paved walkway leads to a set of steps to the gabled porch. To the west of the entrance is a replacement wood frame window assembly in a single-lite and one-over-three configuration. The west façade features a stucco-covered chimney flanked by one-over-three fixed wood frame windows. The east facade includes one, one-over-three fixed wood frame window and at least one, two-over-three fixed wood frame window. The property includes a sloped driveway along the west façade, and shrubbery and trees along the sidewalk which are enclosed by dry laid stones.



SOURCE: ESA, 2025

Figure 17
1440 Delaware Street, facing south

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 City of Berkeley Property Card for 1440 Delaware Street, the building was constructed in 1923.[108] The 1929 Sanborn map depicts the property as being developed with a one-story residential building with a semi-enclosed porch and a detached garage. The 1929 Sanborn map suggests that the adjacent property at 1438 Delaware Street shared a similar, mirrored footprint with the property. The roof was repaired in 1936.[109] Photographs taken in the 1940s illustrate the property roughly twenty years after construction and include the original multi-lite tripartite wood window assembly, early landscaping and driveway, and what appears to be the original detached garage. 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. The property has undergone various alterations over the years in terms of new windows, roof repair and replacement, seismic repairs with partial new foundation, bathroom remodel with skylights, and new doors.[110,111,112,113]

Evaluation

Criterion A – Event

Preliminary research did not identify any significant association between the multi-family residential building at 1440 Delaware Street and important events in the past. The building was constructed in 1923, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 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 1440 Delaware 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, 1440 Delaware Street does not appear to possess significance under Criterion B.

[108] Property ownership card for 1440 Delaware Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.
[109] "Building Permit 41454," City of Berkeley, October 7, 1936. On file at Berkeley Architectural Heritage Association.
[110] "Building Permit B2007-00445," City of Berkeley, February 6, 2007.
[111] "Building Permit B2009-02630," City of Berkeley, July 20, 2009.
[112] "Building Permit B2012-01607," City of Berkeley, May 24, 2012.
[113] "Building Permit B2012-02973," City of Berkeley, July 24, 2012.

Criterion C – Design/Construction

The building at 1440 Delaware Street was constructed as a one-story, single-family residence in 1923. 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 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. No original architect or builder was identified for this building. Moreover, it has undergone several alterations and additions since the time of its construction. For these reasons, 1440 Delaware 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 1440 Delaware 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 1440 Delaware 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.

1438 Delaware Street (APN 057-2076-005)

Architectural Description

The property at 1438 Delaware Street is occupied by an altered bungalow-style one-story single-family residential building constructed in 1923. The residence is of wood-frame construction, supported by a concrete foundation, clad with stucco, and capped by a hipped roof (**Figure 18**). The primary (north) façade faces Delaware Street and is asymmetrically composed with a projecting semi-enclosed gabled entrance porch. The western porch bay includes fixed multi-lite glazing. A centralized paved walkway leads to a set of steps to the gabled porch. To the east of the entrance is a replacement aluminum frame window assembly with a pair of sliding windows flanking a fixed lite with simulated divided lites. The east façade features a stucco chimney flanked by three-over-one aluminum-frame windows. The west facade was largely obscured by mature vegetation. The property includes a paved sloped driveway along the east façade, and shrubbery and trees along the sidewalk.

SOURCE: ESA, 2025

Figure 18
1438 Delaware Street, view facing south

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, 1438 Delaware Street was constructed in 1923.[114] The 1929 Sanborn map depicts the property as being developed with a one-story residential building with a semi-enclosed porch and a detached garage. The 1929 Sanborn map suggests that the adjacent property at 1440 Delaware Street shared a similar, mirrored footprint with the property.

The building and property have been modified since the time of its construction. The rear porch was repaired in 1944.[115] A photograph from a real estate listing website in 2004 indicates that the home was in poor condition at the time of the sale, with boarded up windows and a deteriorating soffit above the porch. The 2004 photographs appear to illustrate the early stair configuration at the porch, which led directly from the sidewalk. The stairs have since been reconfigured. In 2005, a building permit was issued for termite repair work in the kitchen and bathroom framing, at which time new windows in unspecified locations were installed.[116]

Evaluation

Criterion A – Event

Preliminary research did not identify any significant association between the residential building at 1438 Delaware Street and important events in the past. The building was constructed in 1923, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1438 Delaware Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1438 Delaware Street does not appear to possess significance under Criterion A.

[114] ParcelQuest, Alameda County Assessor records for 1438 Delaware Street, accessed February 25, 2024.
[115] "Building Permit 55393," City of Berkeley, February 17, 1944. On file at Berkeley Architectural Heritage Association.
[116] "Building Permit B2005-00594," City of Berkeley, April 21, 2005.

Criterion B – Person

Preliminary research did not identify any significant association between the residential building at 1438 Delaware 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, 1438 Delaware Street does not appear to possess significance under Criterion B.

Criterion C – Design/Construction

The building at 1438 Delaware Street was constructed as a one-story, single-family residence in 1923. 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 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. No original architect or builder was identified for the building. Moreover, it has undergone several alterations and additions since the time of its construction. For these reasons, 1438 Delaware 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 1438 Delaware 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 1438 Delaware 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.

1436 Delaware Street (APN 057-2076-004)

Architectural Description

The property at 1436 Delaware Street is occupied by a one-story, 976 square-foot, single-family residence clad in stucco which features a rectangular footprint with a front-gabled roof with overhanging eaves, exposed rafter tails, and a stucco chimney with a corbeled cap in the southeast corner. The primary (north) elevation faces Delaware Street and features a projecting front-gabled porch; the roof is supported by square columns above a stucco finished pony wall (**Figure 19**). Incised rectangular panels are featured on the engaged pilasters at each corner of the pony wall. Fenestration on this façade consists of two contemporary vinyl sash, single-hung windows and a wood slab door with a diamond-shaped fixed lite. The secondary (east and west) and rear (south) façades are not visible from the public right-of-way.

SOURCE: ESA, 2025

Figure 19
1436 Delaware Street, view facing south

Construction Chronology

Information obtained from records from BAHA indicate that a building permit for 1436 Delaware Street was filed by Pedersen and Fesseuden [sic] on February 8, 1923, to construct a 912-square foot dwelling with cement foundation, clad in stucco, with one brick chimney.[117] The property is first depicted on the 1929 Sanborn Map, with an associated garage along the western boundary of the parcel. An aerial photograph from 1939 also shows 1436 Delaware Street. Both the 1950 and 1980 Sanborn Maps show the property at 1426 Delaware Street with the same footprint as present. The records from BAHA also contained a photograph of 1436 Delaware Street from approximately 1957.

Evaluation

Criterion A – Event

Preliminary research did not identify any significant associations between the single-family residence at 1436 Delaware Street and important events in history. The property at 1436 Delaware Street was constructed in 1923, decades after the initial residential character was set for North Berkeley. Review of archival data does not indicate that 1436 Delaware Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1436 Delaware 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 1436 Delaware 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,

[117] "Building Permit 13435," City of Berkeley. On file with Berkeley Architectural Heritage Association.

census, and city directory data failed to identify any person associated with 1436 Delaware Street whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1436 Delaware Street does not appear to possess significance under Criterion B.

Criterion C – Design/Construction

The property at 1436 Delaware Street has functioned as a single-family residence since its construction in 1923, which is a common property type in Berkeley and nearby cities throughout the 20th century. A review of property records and historic photographs confirms that 1436 Delaware Street largely retains its original massing, footprint, and some character defining features of its Craftsman architectural style such as a gabled roof with overhanging eaves, exposed rafter tails, stucco cladding, and a partial-width porch.[118]

The property was designed in the Craftsman style, a common and ubiquitous style of early 20th century residential architecture, however, 1436 Delaware Street 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. Craftsman single-family residences were common features of residential improvements within the City of Berkeley and nearby cities throughout the 20th 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, 1436 Delaware Street does not appear to represent the work of a master. For these reasons, 1436 Delaware 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 1436 Delaware 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 1436 Delaware 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.

1434 Delaware Street (APN 057-2076-003)

Architectural Description

The property at 1434 Delaware Street is occupied by a one-and-a-half-story, 850-square foot single-family residence which features rectangular massing, a front-gabled roof with overhanging eaves and triangular knee braces, and an attached garage on the primary (north) façade (**Figure 20**). The house is clad in shingles and the gable features half-timbered detailing. Fenestration consists of a tripartite fixed window and a contemporary double-hung window, along with a smaller double-hung window in the

[118] Virginia Savage McAlester, *A Field Guide to American Houses (Revised): The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (Knopf, 2015), 567-568.

gable, all with wood trim. The primary entrance is via a recessed, central vestibule on the primary façade which features a single-lite wood panel door accessed via a set of wood stairs. The single-story, one-car garage projects from this façade and features vinyl siding and a tilt-up garage door with wood trim. The secondary (east and west) and rear (south) elevations are not clearly visible from the public right-of-way.

SOURCE: ESA, 2025

Figure 20
1434 Delaware Street, view facing south

Construction Chronology

Information obtained from the Alameda County Assessor's Office indicates 1434 Delaware Street was originally constructed in 1909. Despite this date, the parcel is depicted as unimproved on a 1909 Sanborn Fire Insurance map. Instead, 1434 Delaware Street is first depicted on the 1929 Sanborn Map, with an attached garage on the north facade. An aerial photograph from 1938 also shows the property. Both the 1950 and 1980 Sanborn Maps show the property at 1434 Delaware Street with the same footprint as present.

A Fictious Business Name Statement was published on in April of 1982 indicating that Cynthia D. Brown was conducting business as Brown Bag Co., located at 1434 Delaware Street.[119]

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 1434 Delaware

[119] "Legal Notice G-78954", *Berkeley Gazette*, April 14, 1982.

Street, most notably the construction of an attached garage on the primary façade in 1919 and the replacement of the original windows on the primary façade's first floor with contemporary vinyl windows.

Evaluation

Criterion A – Event

Preliminary research did not identify any significant associations between the single-family residence at 1434 Delaware Street and important events in history. While the property at 1434 Delaware Street was constructed in 1909, during the period when the initial residential character was set for North Berkeley, it does not appear to be associated with establishing that character in a meaningful or supportable way. Research suggests that the building reflects the trends rather than influenced them. Review of archival data does not indicate that 1434 Delaware Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1434 Delaware 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 1434 Delaware Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified numerous owners over the years, indicating that 1434 Delaware Street 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 1434 Delaware Street whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1434 Delaware Street does not appear to possess significance under Criterion B.

Criterion C – Design/Construction

The property at 1434 Delaware Street has functioned as a single-family residence since its construction in 1909, which is a common property type in Berkeley and nearby cities throughout the 20th 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 an attached garage on the primary façade and the replacement of original windows on the primary façade's first floor. Despite these alterations, 1434 Delaware Street largely retains its original massing, footprint, and some character defining features of the Craftsman style such as shingle siding, wooden window surrounds, and a gabled roof with overhanging eaves and triangular knee braces.[120]

The property was designed in the Craftsman style, a common and ubiquitous style of early 20th century residential architecture, however, 1434 Delaware Street 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. Craftsman single-family residences were common features of residential improvements within the City of Berkeley and nearby cities throughout the 20th century and are not a unique property type or design, nor does 1434 Delaware Street 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, 1434 Delaware 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

[120] Virginia Savage McAlester, *A Field Guide to American Houses (Revised): The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (Knopf, 2015), 567-568.

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 1434 Delaware 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 1434 Delaware 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.

1428 Delaware Street (APN 057-2076-002)

Architectural Description

The property at 1428 Delaware Street is occupied by a two-story single-family residence which consists of two volumes clad in cement fiber shingles. The front (north) volume features a flat roof in the southeast corner, while the rear (south) volume features a hipped roof with a cross gable. The north façade of the north volume, which appears to be an addition, features a rounded, cantilevered overhang over a six-panel contemporary wood door, which serves as the main entrance. This entrance is accessed via a flight of concrete stairs which are part of a wooden retaining wall with rounded corners. Fenestration on the primary (north) elevation consists of vinyl sash, horizontal sliding windows on the first and second stories (**Figure 21**). The west and rear (south) facades are not visible from the public right of way.

SOURCE: ESA, 2025

Figure 21
1428 Delaware Street, view facing north

Construction Chronology

Records from BAHA indicate that the initial building permit the 1428 Delaware Street was filed by Emil Kurki in 1925. The permit was or a 1,164-square foot building, with a concrete foundation, plaster cladding, with one associated wood-frame garage for $2,000 with the builder listed as the owner, Emil Kruki. The property is first depicted on the 1929 Sanborn Map, with an associated garage along the southeast boundary of the parcel. An aerial photograph from 1938 also shows 1428 Delaware Street. Both the 1950 and 1980 Sanborn Maps show the property at 1426 Delaware Street with the same footprint as present.

The property at 1428 Delaware Street is described as having five rooms, a breakfast nook, and "hardwood floors throughout" in a 1948 advertisement.[121] Later, in 1961, the Berkeley Board of Adjustments approved a request for Stanley Naparst to use 1428 Delaware Street as a "day-care [for] nine pre-school children."[122] In 1962, when Naparst was still the occupant of 1428 Delaware Street, the property was reported as hosting an intermediate Russian class which would be "'team-taught' by a native Russian working in conjunction with a moderating linguist."[123] The records from BAHA also contained a photograph of the 1428 Delaware Street from approximately 1948 and a review of Google Street View shows the 1428 Delaware Street in 2022. In 2022, the front façade had been altered but the entire building was still 1-story in height.

According to property records on file with BAHA, historic aerial imagery, and ESA staff observations during an intensive pedestrian survey in March of 2025, there have significant been changes to 1428 Delaware Street, most notably the alteration of the entire primary (north) façade, including the cladding, window openings, and roofline, and the addition of a second floor. A photograph of 1428 Delaware Street obtained from BAHA indicates the original architectural style was Spanish Colonial Revival.[124] It is unknown at what date between 1948 and 2022 the first major primary façade alterations occurred; however, photographs of 1428 Delaware Street reveal that a second story was added and wood shingle cladding was changed to cement shingle cladding between 2022 and 2025.

Evaluation

Criteria A – Event

Preliminary research did not identify any significant associations between the single-family residence at 1428 Delaware Street and important events in history. The subject property at 1428 Delaware Street was constructed in 1925, at the end of the period when the initial residential character was set for North Berkeley. Review of archival data does not indicate that 1428 Delaware Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1428 Delaware Street does not appear to possess significance under Criterion A.

Criterion B – People

Preliminary research did not identify any significant associations between the property at 1428 Delaware Street and important persons. Property ownership records, census data, city directories, and newspaper

[121] "Call to Inspect," *Berkeley Gazette*, November 25, 1948.
[122] "Parking Lot Plan Approved," *Berkeley Gazette*, December 7, 1961.
[123] "Russian Course Being Offered," *Berkeley Gazette*, October 18, 1962.
[124] Property File for 1428 Delaware Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

articles identified numerous owners over the years, indicating that 1428 Delaware Street 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 1428 Delaware Street whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1428 Delaware Street does not appear to possess significance under Criterion B.

Criterion C – Architecture

The subject property at 1428 Delaware Street has functioned as a single-family residence since its construction in 1925, which is a common property type in Berkeley and nearby cities throughout the 20th century. A review of property records and historic photographs confirms that the property was originally constructed in the Spanish Colonial Revival style, however significant alterations have been made since 1428 Delaware Street's initial construction, including the addition of a second floor and major alterations to the entire primary front façade. Spanish Colonial Revival was a common and ubiquitous style of early 20th century residential architecture, and the property retains no character defining features of the style, but rather has been altered to an interpretation of a Contemporary architectural style. The property is a single-family residence and is not a unique property type or design, nor does 1428 Delaware Street possess high artistic values. While the building's original and subsequent design professionals and/or craftsmen are unknown, the subject property does not appear to represent the work of a master. For these reasons, 1428 Delaware 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 1428 Delaware 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 1428 Delaware 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.

1426 Delaware Street (APN 057-2076-001)

Architectural Description

The property at 1426 Delaware Street is occupied by a one-story, 1,063-square foot single-family residence which features a rectangular footprint and a front-gabled roof with overhanging eaves and exposed rafter tails. The primary (north) facade faces Delaware Street and features an offset entrance with what appears to be an original wood panel door (**Figure 22**). The entrance is accessed via a set of concrete stairs that lead to a recessed entrance vestibule supported by one battered pier on the south. This façade also features an end-wall stucco-clad chimney with corbeled cap, offset to the east of the gable. Fenestration on this elevation consists of two six-over-one wood fixed windows which flank the chimney and appear to be original.

The secondary (west) façade faces onto Short Street and features a projecting gabled volume with overhanging eaves and exposed rafter tails (**Figure 23**). The northern portion of the façade features a tripartite window with a central fixed six-over-one window and two three-over-one double hung, wood frame windows. Within the projecting bay, fenestration includes a tripartite window assembly where a central fixed sash is flanked by two three-over-one double hung, wood frame windows. The southern portion of the façade features a small opening covered with vertical wood louvers and two pairs of three-over-one, wood frame, double hung windows. All windows appear to be original. The east and south elevations are not visible from the public right of way.

SOURCE: ESA, 2025

Figure 22
1424 Delaware Street, view facing southwest

SOURCE: ESA, 2025

Figure 23
1424 Delaware Street, view facing east

Construction Chronology

Records from BAHA indicate that the initial building permit for 1426 Delaware Street was filed by Mrs. George L. Sackett on November 14, 1921. The permit was for a 1,080-square foot building, with a concrete foundation, plaster cladding, and brick chimneys for $4,000 with the builder listed as E.A. Weymath of Oakland, California.[125] A 1928 advertisement for the home described the property as a "pretty cement bungalow" in "fine condition."[126] The property is first depicted on the 1929 Sanborn Map, with an associated garage in the southeast corner of the parcel. An aerial photograph from 1938 also shows 1426 Delaware Street . Both the 1950 and 1980 Sanborn Maps show 1426 Delaware Street with the same footprint as present. An article on building within the City of Berkeley from March of 1961 reported that a permit was filed for "alterations and repairs" to 1426 Delaware Street .[127] Subsequent building permits filed with the City of Berkeley indicate seismic upgrades and a kitchen model were completed in 1993 with additional seismic alterations completed in 2001 and 2005. The property was reroofed in 2006 and the foundation was replaced in 2015.

Evaluation

Criterion A – Event

Preliminary research did not identify any significant associations between the single-family residence at 1426 Delaware Street and important events in history. The property at 1426 Delaware Street was constructed in 1921, near the end of the period when the initial residential character was set for North Berkeley. Review of archival data does not indicate that 1426 Delaware Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1426 Delaware Street does not appear to possess significance under Criterion A.

[125] "Building Permit 10917," City of Berkeley. On file with Berkeley Architectural Heritage Association.
[126] "Going to L.A.," *Oakland Tribune*, April 29, 1928.
[127] "Construction Takes Giant Strides Here," *Berkeley Gazette*, March 24, 1961.

Criterion B – Person

Preliminary research did not identify any significant associations between the property at 1426 Delaware Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified numerous owners over the years, indicating that 1426 Delaware Street 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 1426 Delaware Street whose personal achievements or professional accomplishments rose to national significance. For these reasons, 1426 Delaware Street does not appear to possess significance under Criterion B.

Criterion C – Design/Construction

The property at 1426 Delaware Street has functioned as a single-family residence since its construction in 1922, which was a common property type in Berkeley and nearby cities throughout the 20th century. The property largely retains its original massing and footprint and retains some character defining features of the Craftsman architectural style, such as overhanging eaves, exposed rafter tails, and original wood-frame windows. The Craftsman style was a common and ubiquitous style of early 20th century residential architecture. However, 1426 Delaware Street 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. Craftsman single-family residences were common features of residential improvements within the City of Berkeley and nearby cities throughout the 20th century and are not a unique property type or design, nor does 1626 Delaware Street possess high artistic values. The original building permit lists the builder as E.A. Weymath, however research did not indicate that Weymath was not a notable builder or architect within the City of Berkeley or the larger San Francisco Bay area. Additionally, while the building's original architect and subsequent design professionals and/or craftsman are unknown, 1426 Delaware Street does not appear to represent the work of a master. For these reasons, 1426 Delaware 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 1426 Delaware 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 1426 Delaware 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.[128] 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-20th 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.[129] During the 1960s, dozens of buildings located within the APE were razed prior to construction of the BART station and the associated subway tunnel. The portion of the APE located within Ohlone Park remained vacant and unimproved for approximately 10 years between 1969 and 1979 when the park was formally planned and dedicated.

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, the BART station opened in 1973, and the segment of Ohlone Park in the APE was developed in 1979–80. The properties in the APE do not possess a significant concentration, linkage, or continuity of buildings and/or sites united historically or 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.

[128] Sacramento Street is the north-south boundary between the North and Northwest Berkeley neighborhoods.
[129] Rincon, "Historical Resources Evaluations," 2021, 15.

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CHAPTER 5
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
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 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.

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CHAPTER 8
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**

 ***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):

State of California X Natural Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

LOCATION MAP

Trinomial

Page 2 **of** 12 ***Resource Name or #** North Berkeley BART Station
***Map Name:** *Oakland West* and *Richmond* ***Scale:** 1:24,000 ***Date of map:** 1993

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** North Berkeley BART Station ***NRHP Status Code** 6Z

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.)

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 counites – 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.

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.

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 1912in 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 continue 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 ☐Update

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 is 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.

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

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See continuation sheet, p. 12.

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

PRIMARY RECORD

Primary
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

Page 1 **of** 9 ***Resource Name or #:** 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**: ESA. *North Berkeley BART EBALDC Affordable Housing Project Cultural Resources Survey Report*. Prepared for East Bay Asian Local Development Corporation. 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

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 20th-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

***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 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.[1]

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

[1] 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.

architectural style is common in the Bay Area due to the form's relatively low cost and suitability for mild climates.[2] 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.[3]

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.

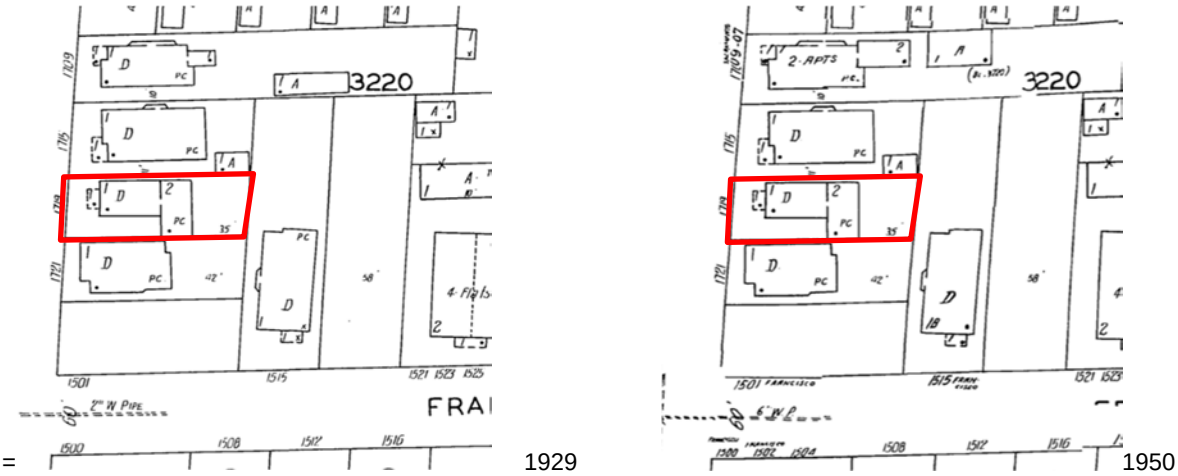
Table 1 below includes an accounting of these various changes recorded in the assessment record and available building permit records. Building permits indicate that there was a substantial addition to the property as early as 1929, four years after original construction. The 1929 Sanborn Map depicts 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 hours to the street.	Building Permit B2024-00238 (January 18, 2024).

[2] San Francisco Planning Department, *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement,* 2023, 71.
[3] San Francisco Planning Department, 71.

Date	Alternation / Change	Source
		On file with the City of Berkeley.



= 1929 1950

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.[4] 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.[5] 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.[6] 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.[7] 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.[8] 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

[4] Oakland, California, City Directory, R. L. Polk & Co., 1928; World War I Draft Registration Card: Vaino Aro Niska, 1917-1918.
[5] U.S. Federal Census, 1930.
[6] "H.P. Eggleston Service to Be Held Friday," *The Berkely Gazette*, October 24, 1951.
[7] U. S. Federal Census, 1940.
[8] U. S. Federal Census, 1950.

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.[9] 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

[9] 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.

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.

Building permit 17023. June 3, 1924. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit 33764. November 22, 1929. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit 46860. June 3, 1939. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building Permit B2024-00238. January 18, 2024. On file with the City of Berkeley. Berkeley, California.

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

Electrical permit B2020-03427. October 9, 2020. On file with the City of Berkeley. Berkeley, California.

Google maps. Street view imagery of 1719 Sacramento Street. Various dates. Accessed February 25, 2025.

Langan Engineering & Environmental Services, Inc. "PHASE I ENVIRONMENTAL SITE ASSESSMENT: North Berkeley BART Station 1750 Sacramento Street, Berkeley, California." Prepared for BRIDGE Housing, 2024.

ParcelQuest. Alameda County Assessor records for 1719 Sacramento Street. Accessed February 25, 2025.

Property ownership card for 1719 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.

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, California. Volume 1, 1929. Sheet 33.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1950. Sheet 33.

San Francisco Planning Department. *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement.* 2023.

U.S. Federal Census. 1900–50. Accessed February 14, 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** 10 ***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**: ESA. *North Berkeley BART EBALDC Affordable Housing Project Cultural Resources Survey Report*. Prepared for East Bay Asian Local Development Corporation. 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

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 20th-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

***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 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.[1]

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).[2]

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

[1] 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.
[2] Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 520-534.

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.[3]

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.[4]

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**).

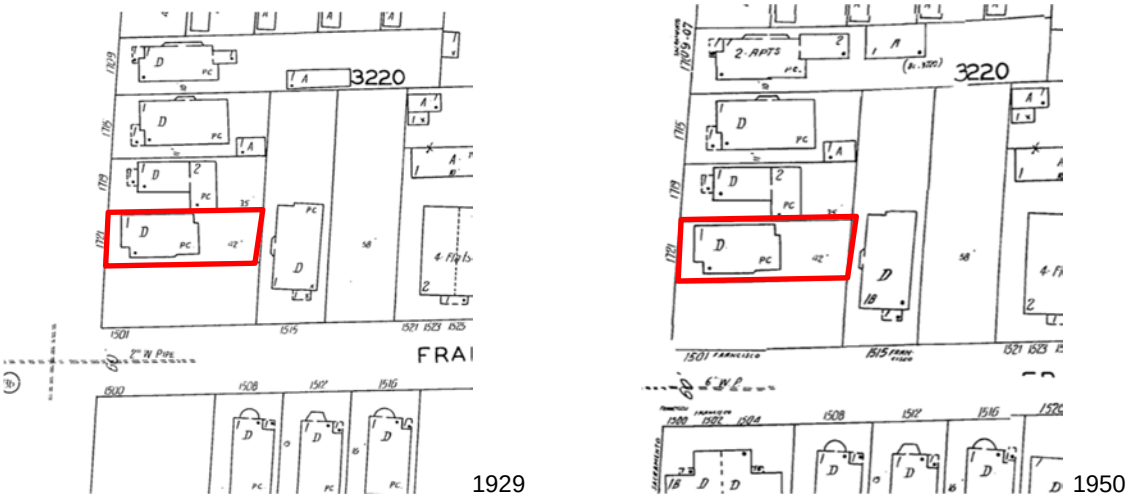
According to building permit records and other property records on file with the Berkeley Architectural Heritage Association, recorded in newspapers and historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over 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."[5] 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	Alternation / 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

[3] 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).
[4] McAlester, 520-534.
[5] "OPEN SUNDAY 1-3: 1721 Sacramento St.," *The Berkeley Gazette*, June 10, 1971.

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 hearer	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



1929 1950

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.[6] The Woods sold the property to Frank and Ida Stitzer in 1950. Frank was a member

[6] "David K. Woods and Bride At Home Now in Berkeley," *The Berkeley Gazette*, May 18, 1948.

and president of a Berkeley chapter of a painter's union, and he passed away in 1954.[7] 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.[8] 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; *The Berkeley Gazette* (1950)
1948	David K. Woods	*The Berkeley Gazette* (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

[7] "Stitzer," *The Berkeley Gazette*, October 22, 1954.
[8] "Stitzer," *The Berkeley Gazette*, January 20, 1962.

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.[9] 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

[9] 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.

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)

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Building permit B2017-03451. August 9, 2017. 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

 ***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 EBALDC Affordable Housing Project Cultural Resources Survey Report*. Prepared for East Bay Asian Local Development Corporation. 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 ***NRHP Status Code** 6Z

B1. Historic Name: 1501-1503 Francisco Street
B2. Common Name: 1501 Francisco Street
B3. Original Use: Multi-family residence B4. Present Use: Multi-family residence
***B5. Architectural Style:** Minimal traditional
***B6. Construction History:** (Construction date, alterations, and date of alterations)

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 20th 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

***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 Berkley, 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

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.[1]

[1] 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.

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.[2] 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.[3] 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

[2] California Department of Transportation (Caltrans), "Tract Housing in California, 1945-1973: A Context for National Register Evaluation," 2011, 69-70.
[3] City of Berkeley Building Permit #72553

built under present zoning."[4] 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

[4] Property File for 1501 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

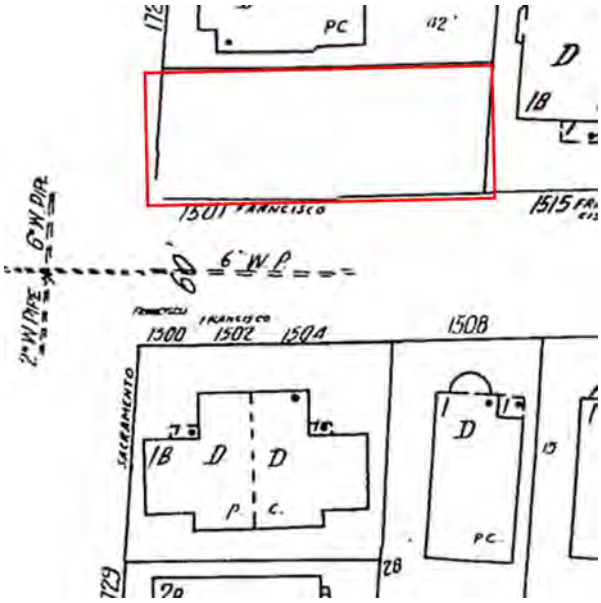


Figure 2. Assessor parcel 058-2151-14 (1501 Francisco Street), as depicted on the 1950 Sanborn Fire insurance map (red).
Source: Sanborn Maps via Los Angeles Public Library

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

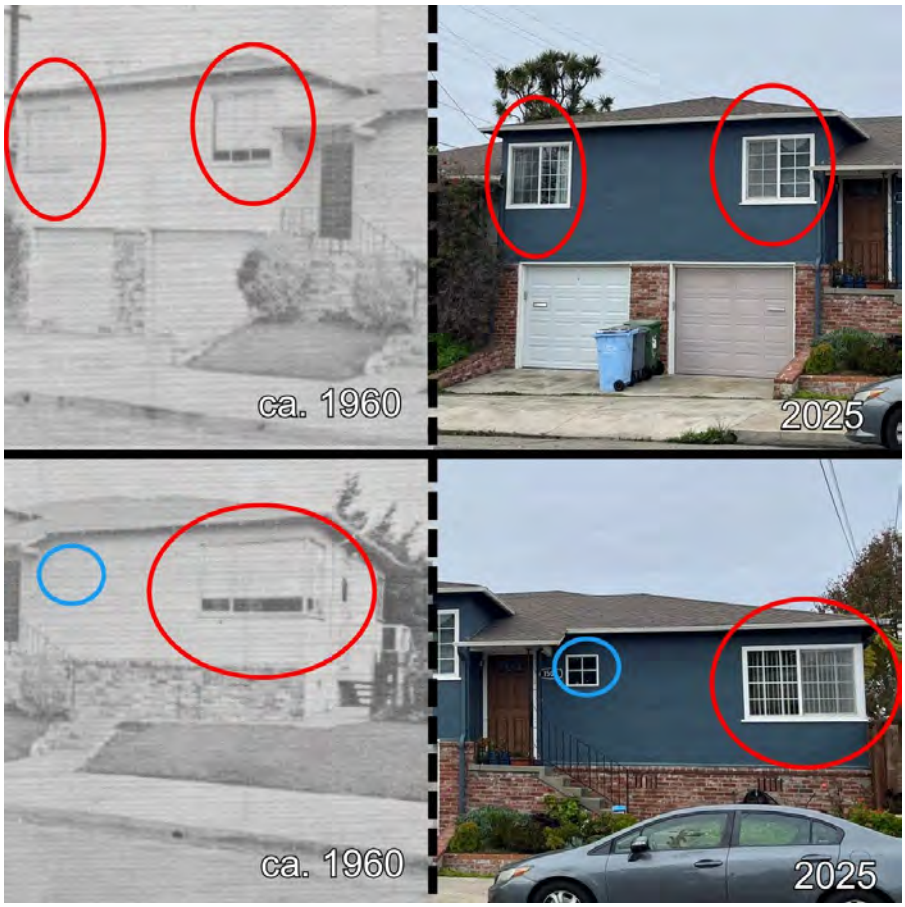


Figure 6. Comparison of changes from ca.1960 to 2025 in the windows of primary (south) façade of 1501 Francisco Street, altered windows indicated with red circles, new window opening indicated with blue circle.
Source: BAHA, ESA

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[5]
July 1953	Clifford A. and Kathryn G. Smith	BAHA Records[6]
Nov. 1960	Irma and Hallie B. Wilson	BAHA Records[7]

[5] Property File for 1501 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.
[6] Property File for 1501 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.
[7] Property File for 1501 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

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.[8] 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

[8] 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

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 20th 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[9]. 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 20th 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.

[9] California Department of Transportation (Caltrans), "Tract Housing in California, 1945-1973: A Context for National Register Evaluation," 2011, 69-70.

***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 Primary
DEPARTMENT OF PARKS AND RECREATION HRI #
PRIMARY RECORD
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

 ***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 Berkley 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 EBALDC Affordable Housing Project Cultural Resources Survey Report*. Prepared for East Bay Asian Local Development Corporation. 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 ***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 20th 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

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

North Berkely 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

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.[1]

[1] 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.

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.[2]

Architectural Style: International Style

Pioneered by European architects in the early 20th 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 20th 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."[3] 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."[4] 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

[2] ICF Consulting, "Flats and Small Apartment Buildings (1915-1978)," (San Francisco Planning Department, 2011), F-27.
[3] Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.
[4] Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Date	Alternation / Change	Source
Unknown, ca. 1977-2025	Replacement of original windows on primary façade	ESA staff observation

Figure 1. 1504 Francisco Street, as depicted on an aerial photograph from 1946 (red).
Source: USGS via EDR

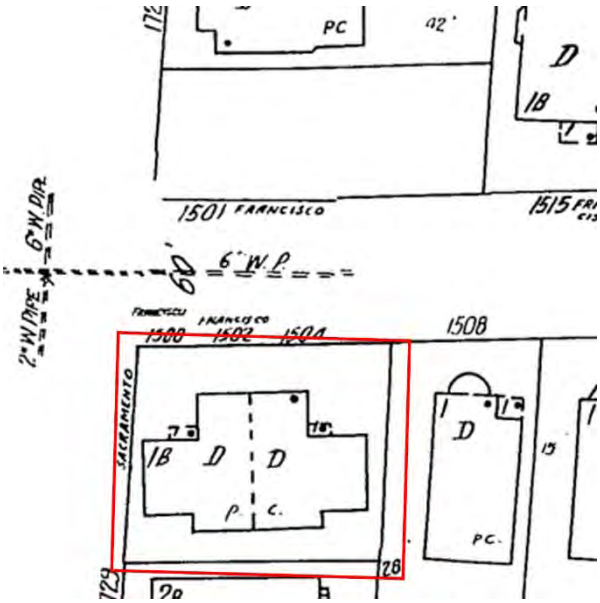


Figure 2. 1504 Francisco Street, as depicted on the 1950 Sanborn Fire insurance map (red).
Source: Sanborn Maps via Los Angeles Public Library

Figure 3. Subject Property at 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

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

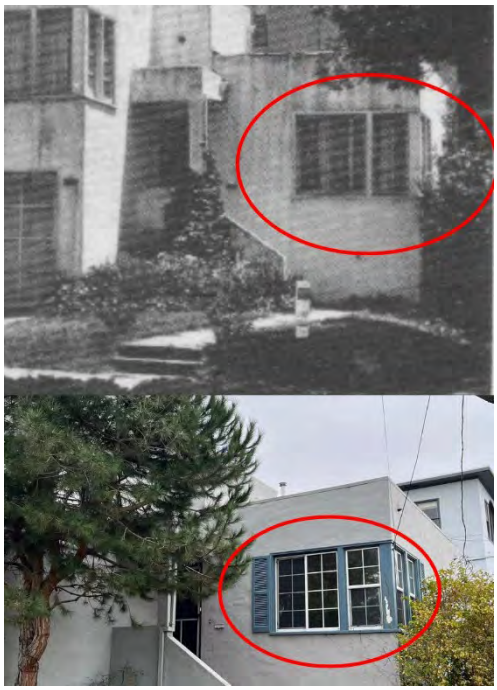


Figure 7. Comparison of changes from ca.1969 to 2025 in the windows of primary (north) façade of 1504 Francisco Street, altered windows indicated with red circles, new window opening indicated with blue circle.
Source: BAHA, ESA

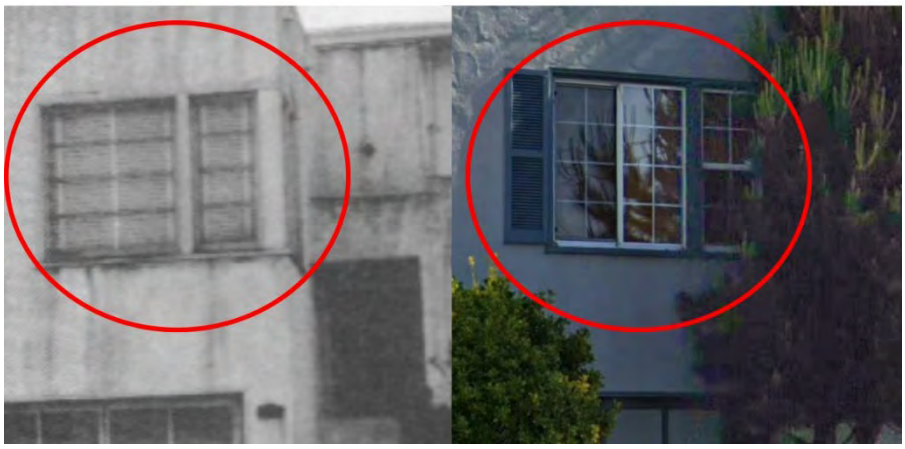


Figure 8. Comparison of changes from ca.1969 to 2022 in the windows of primary (south) façade of 1504 Francisco Street, altered windows indicated with red circles, new window opening indicated with blue circle.
Source: BAHA, Google Street View

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[5]
July 1943 – Sept. 1971	1502-1504	Angelo and Louise Marinelli (owner)	BAHA Records[6]
May 1949	1504	L.C. and Marjorie Dowrey	Oakland Post Enquirer[7]
June 1949	1502	Donald Morse and Dorla Mays	Oakland Post Enquirer[8]
Nov. 1951	1504	John Bruce Voegtyly and Genevieve Siserone	Berkeley Gazette[9]
Aug. 1959	1504	Ronald Ray Florence and Donna Meyes	Berkeley Gazette[10]
Sept. 1971	1502-1504	John & Mary O'Leary (owner)	BAHA Records[11]
March 1977	1502-1504	Olga C. Byrd (owner)	BAHA Records[12]
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.

[5] Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.
[6] Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.
[7] "Expectant Father Catches Fire," *Oakland Post Enquirer*, May 31, 1949.
[8] "Vital Statistics Marriage License," *Oakland Post Enquirer*, June 16, 1946.
[9] "Vital Statistics: Marriage Licenses Issued in Alameda County," *Berkeley Gazette*, November 19, 1951.
[10] "Vital Statistics: Marriage Licenses Issued in Alameda County," *Berkeley Gazette*, August 28, 1959.
[11] Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.
[12] Property File for 1504 Francisco Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

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"

present seven aspects of integrity that should be considered when evaluating buildings as historic resources.[13] 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 20th century.[14] 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 20th 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.

[13] 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
[14] ICF Consulting, "Flats and Small Apartment Buildings (1915-1978)," (San Francisco Planning Department, 2011), F-27.

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** 10 ***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 **T** 01S ; **R** 04W ; ¼ **of** ¼ **of Sec** 11 ; **B.M.** MDM
Address 1731 Sacramento Street City Berkeley Zip 94702
UTM: Zone 10 S 563139.68mE/ 4192044.48 mN; NAD 83
e. Other Locational Data: APN: 058-2150-021-00

***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, flaking 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 EBALDC Affordable Housing Project Cultural Resources Survey Report.* Prepared for East Bay Asian Local Development Corporation. 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

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 20th-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

***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 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.[1]

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

[1] 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.

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.[2]

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.[3]

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.[4]

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

[2] ICF, *Flats and Small Apartment Buildings (1915-1978)*, Prepared for San Francisco Planning Department, 2023, E-7.
[3] Ibid., F-13.
[4] Ibid., F-14.

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.[5] 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.[6]

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.[7] Aailable building permits on file for the property were for the 1729 and 1731 Sacramento addresses.

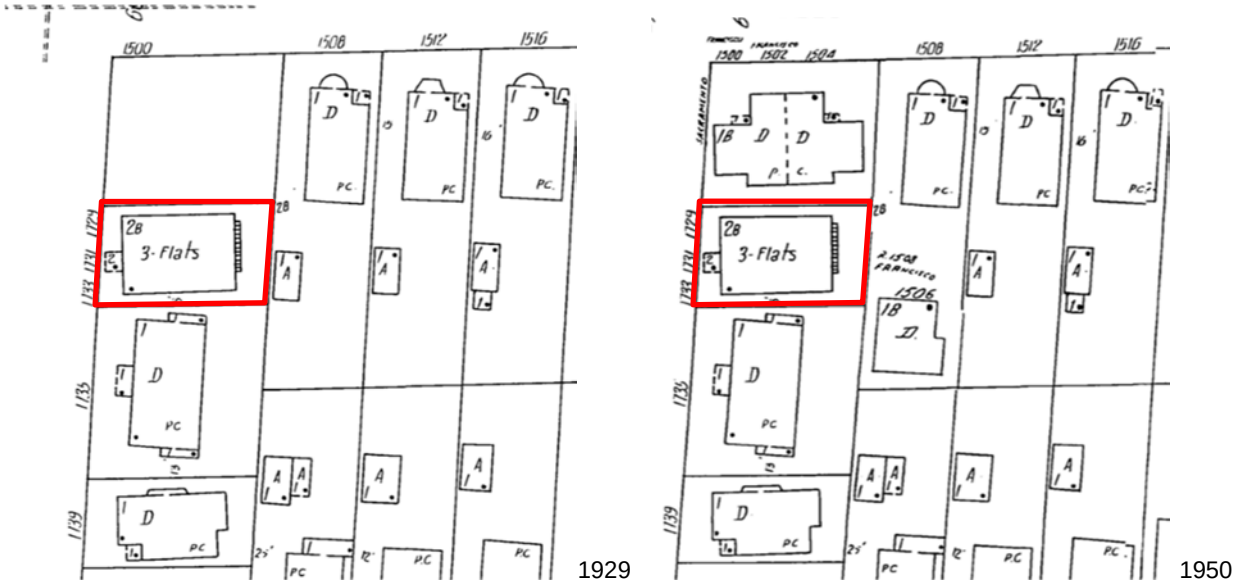
Archival review indicates that the subject property has continuously functioned as a multiple-unit building since the time of its construction. **Table 1** below includes an accounting of various changes recorded in the assessment record and available building permit records. Recent building permits 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.

[5] San Francisco Planning Department, *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement,* 2023, 71.
[6] San Francisco Planning Department, 71.
[7] Property ownership card for 1729-1731 Sacramento Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.

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.[8] 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.[9] Gill was a widow who worked as an "interest computer on federal farm loans" for the federal government farm credit agency.[10] 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.[11] 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.

[8] U. S. Federal Census, 1940.
[9] Property ownership card for 1729-1731 Sacramento Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.
[10] U. S. Federal Census, 1950.
[11] "Political Advertisement: Charter Amendment "I" Would Hurt EVERYONE!," *The Berkeley Gazette*, June 3, 1972.

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

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.[12] 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

[12] 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.

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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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

 ***Resource Name or #:** Ohlone Park (segment between Sacramento and California streets)

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 1502 Delaware Street/1730 Sacramento Street City Berkeley Zip 94702

d. UTM: Zone 10S, 563170.53 mE/ 4191979.12 mN; NAD 83

e. Other Locational Data: APNs 057-2067-028-01 and 058-2150-020-01

***P3a. Description:** The segment of Ohlone Park between Sacramento and California streets occupies two parcels in North Berkeley. The 0.65-acre north parcel (APN 058-2150-020-01) occupies the northeast corner of the intersection of Sacramento and Delaware streets. The 1.79-acre south parcel (APN 057-2067-028-01) is bounded by Sacramento Street on the west, Delaware Street on the north, California Street on the east, and the residential properties with frontage on Hearst Avenue on the south.

The north parcel contains a softball diamond enclosed within a chain-link fence. The diamond appears to be well maintained (**Figure 1**). An undulating, paved path separates the north and south parcels and is a portion of the Ohlone Greenway, a 5.3-mile pedestrian and bicycle path that begins at the east end of Ohlone Park (at Martin Luther King Jr. Way and Hearst Avenue) and ends at San Pablo Avenue and Baxter Creek Gateway Park in Richmond. The south parcel contains three distinct lawns bordered by paved paths as well as several benches, garbage cans, mature trees, and lampposts (**Figure 2**). (Continued on page 3.)

***P3b. Resource Attributes:** HP29. Landscape architecture; HP31. Urban open space

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

P5b. Description of Photo: West entrance to Ohlone Park, view facing east from intersection of Sacramento and Delaware streets. (ESA, 2025)

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1979–80 ("Money Apportioned for Parks," *Oakland Tribune,* December 12, 1978, 25; Catherine Maclay, "Berkeley Adds Several Notches to Its Green Belt," *Berkeley Gazette,* July 28, 1980, 3)

***P7. Owner and Address:**
City of Berkeley
2180 Milvia Street
Berkeley, CA 94704-1122

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 EBALDC Affordable Housing Project Cultural Resources Survey Report.* Prepared for East Bay Asian Local Development Corporation. 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 #** Ohlone Park (segment between Sacramento and California streets) ***NRHP Status Code** 6Z

B1. Historic Name: Hearst Strip (portion of), People's Park Annex (portion of)
B2. Common Name: Ohlone Park (since March 1981)
B3. Original Use: Public park B4. Present Use: Public park
***B5. Architectural Style:** n/a (landscaped park)
***B6. Construction History:** The residential neighborhood on the north side of Hearst Avenue between Milvia and Sacramento streets was razed and cleared during the late 1960s, and it became known as the Hearst Strip. The subject property (i.e., the portion of the Hearst Strip between California and Sacramento streets) remained vacant for over a decade. In the summer of 1979, the subject property was developed as "a large, landscaped playing area, with […] a softball diamond."[1]

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Ohlone Park spans the north side of Hearst Avenue between Milvia Street on the east and Sacramento Street on the west. It is interrupted by the North Berkeley Senior Center (1901 Hearst Avenue), which bisects the park into East Ohlone Park (east of Bonita Street) and West Ohlone Park (west of Martin Luther King Jr. Way). East of McGee Avenue, the area functioned as an unofficial public park from 1969 to 1977. The entire area (between Milvia and Sacramento streets) became an official city park in 1979.

B9a. Architect: Unknown (designed by City of Berkeley staff) b. Builder: Unknown
***B10. Significance: Theme** Public parks **Area** North Berkeley
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

The segment of Ohlone Park between Sacramento and California streets is recommended to be ineligible for listing in the National Register of Historic Places (National Register) under any criteria.

History of Parks in Berkeley

In 2007, faculty and students from UC Berkeley's Department of Landscape Architecture and Environmental Planning organized a temporary exhibit titled "The Legacy of Berkeley Parks: A Century of Planning and Making." The following excerpt is from a contemporary article about the exhibit that was published in the *Berkeley Daily Planet.*

> […] Berkeley's park and recreation spaces are the complex physical expression of an uneven, decades-long, tapestry of civic and neighborhood effort, planning, cooperation and struggle. […]
>
> One of the early impediments to a Berkeley park system was the fact that many residents viewed the State University grounds—the current UC Berkeley campus—as a public park that they didn't have to pay for. But, as the exhibit text notes, "when Berkeley grew by 30 percent after the 1906 San Francisco earthquake, the prospect of a city without open space loomed."

(Continued on page 4.)

B11. Additional Resource Attributes: None
***B12. References:** See page 8.

B13. Remarks: None

***B14. Evaluator:** Johanna Kahn (ESA)
***Date of Evaluation:** February 2025

[1] "Money Apportioned for Parks," *Oakland Tribune,* December 12, 1978, 25.

***Recorded by:** Johanna Kahn (ESA) ***Date:** February 2025 ☒ Continuation ☐ Update

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

Figure 1. Overview of the softball diamond that occupies the north parcel (enclosed within the chain-link fence), facing northwest. Sacramento Street is visible in the left background, and Delaware Street is visible in the right background. Source: ESA, February 2025.

Figure 2. Overview of the east end of the south parcel (enclosed within the chain-link fence), facing east toward California Street. Source: ESA, February 2025.

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

> The next year the [12-acre] San Pablo Park site was acquired [from developer Mason-McDuffie]. In 1909 a municipal Playground Commission was organized. In 1914, initial improvements to San Pablo Park were finished, and the city also acquired the beginnings of Live Oak Park. Codornices Park acquisition came in 1915, along with the first of Berkeley's comprehensive park planning documents, the "Report on the City Plan for the Municipalities of Oakland and Berkeley" by planner Werner Hegemann. Hegemann, an exponent of the City Beautiful Movement, laid out in lavish written, graphic, and visual detail a vision for better residential neighborhoods and business districts, transportation networks, and open spaces in the central East Bay. He proposed an elaborate bay shore park (albeit on landfill, and separated from mainland Berkeley by a dredged ship channel and industrial zone) and park corridors following the natural creek channels from hills to bay. […]
>
> Berkeley didn't immediately realize any of those visions, but did work hard at more modest park development for the next decade, adding the Grove playground and James Kenney Park in the flatlands and several small hill parks, and populating them with elaborate public programs. […]
>
> "The Depression was catastrophic, but the New Deal was a boon to Berkeley's parks," the exhibit text notes. "After years of modest municipal allocations, federal money provided for physical improvements and new recreation staff to organize an amazing range of activities—everything from team sports to pet shows." Federal New Deal money and labor assisted with the creation of three of Berkeley's most memorable open spaces—Aquatic Park, what would become the Berkeley Yacht Harbor and the Berkeley Rose Garden.
>
> The post-war era saw a focus on neighborhood parks, including the creation of the Virginia-McGee Totland in 1948. A Long Range Recreation Plan in 1945 projected playground development linked to the numbers of children in neighborhoods. In the 1950s and '60s there were several park projects and a revised Park and Recreation Plan—Berkeley's last—completed in 1957. The city undertook house moving and demolition and street closures to create neighborhood parks such as Willard. Lyndon Johnson's "Great Society" brought federal dollars to Berkeley for urban renewal, and eight mini-parks and tot-lots were developed in the same era that impromptu and unofficial People's Park emerged.
>
> In 1974, Berkeley voters approved Measure Y, which provided $3 million for new parks. The late 1970s and early 1980s saw the planning and creation of Cedar Rose Park, Strawberry Creek Park, Ohlone Park on land that had been cleared to build [Bay Area Rapid Transit (BART)] through north-central Berkeley, and the purchase of the old Santa Fe Railroad right-of-way. The era was marked by considerable neighborhood and community group participation in park planning, a new ecological focus in open space planning, and the germination of one national trend, creek-daylighting. […]
>
> Park history of course is also, fundamentally, the history of people who work to create and sustain the parks. The exhibit brings attention to some of those who have been obscured by time, particularly Charles W. Davis, the city's superintendent of recreation in the pre-World War II era. Often, "the staff is forgotten," […] although they are largely responsible for the development, operation, and success of parks in the long periods between high-profile plans. [One exhibit organizer] also notes, among others, the contributions of current [in 2007] assistant city manager and former parks director Lisa Caronna, creek advocate and longtime Park Commission member Carole Schemmerling, former parks director Bill Montgomery, city and regional planning professor Fran Violich—"such a symbol of park advocacy and play space"—and "the whole group of landscape architects who worked for the city through Measure Y."[2]

Development History of the Subject Property

The subject property was originally part of a residential neighborhood that developed during the early 20th century. In 1911, none of the portion of the subject property north of Delaware Street had been developed, and approximately one-third of the property south of Delaware Street had been developed with single-family residences (**Figure 3**). By 1950, nearly all of the north and south portions of the subject property had been developed with single- and multiple-family residences (**Figure 4**).

In the early 1960s, a Bay Area Rapid Transit (BART) line through North Berkeley was originally planned as an elevated track, but in 1966, citizens of Berkeley voted in favor of a subway line with "air rights" above grade.[3] In 1967, a linear, 9.5-acre area on the north side of Hearst Avenue between Milvia and Sacramento streets was razed and cleared of approximately 200 residences for the development of the BART subway. This area was dubbed the "Hearst Strip," and speculators proposed developing the air rights with high-density housing "intersperse[d with] 'vest-pocket' parks."[4]

[2] Steven Finacom, "Centennial Exhibit Tracks History of Berkeley Parks," *Berkeley Daily Planet,* November 27, 2007, accessed February 28, 2025, https://www.berkeleydailyplanet.com/issue/2007-11-27/article/28560?headline=centennial-exhi..
[3] Jim Carberry, "Populace Want to Help Plan BART Stations in Their Own Neighborhoods," *Berkeley Gazette,* March 3, 1967, 1.
[4] Jim Carberry, "Populace Want to Help Plan BART Stations in Their Own Neighborhoods," *Berkeley Gazette,* March 3, 1967, 1.

Figure 3. 1911 Sanborn map. The modern-day boundaries of Ohlone Park (the segment between Sacramento and California streets) are shown in red. Not to scale.

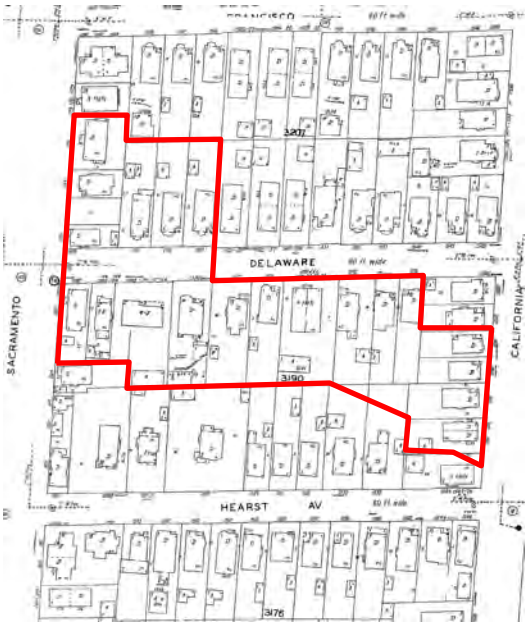

Figure 4. 1950 Sanborn map. The modern-day boundaries of Ohlone Park (the segment between Sacramento and California streets) are shown in red. Not to scale.

The next year, another large-scale demolition south of the UC Berkeley campus incited protests and sit-ins, and the area was famously named the "People's Park." (The contentious history of People's Park is not discussed here.) In May 1969, police violently ousted the protesters, and a days-long riot ensued. Many of the protesters relocated to the Hearst Strip, specifically around the intersection of Hearst Avenue and Grant Street (east of the subject property), and set about improving the vacant land that they christened "People's Park Annex" and "People's Park Mobile Annex."[5] Over time, gardens, furniture, and play structures appeared, and the protesters repeatedly clashed with the police who sought to remove them for illegally occupying privately owned property.[6] People's Park Annex "became an important symbol of community control like People's Park [had been]."[7]

In March 1974, BART offered to sell the westernmost 4.5 acres of the Hearst Strip (i.e., the area bounded by Sacramento Street, Hearst Avenue, and McGee Avenue) to the Peralta Community College District.[8] One year later, in March 1975, the Peralta Community College District purchased the property for $400,000 and proposed building the "Berkeley Learning Pavilion" whose program would include "a district-wide center for non-traditional study, a Peralta center for the continuing education of women, regular courses of instruction and a variety of community-oriented educational, cultural, and recreational activities fully coordinated with other agencies."[9] Over the subsequent months, neighborhood residents and the larger Berkeley community protested the development of the Hearst Strip as anything other than a public park, which had been the unofficial use of the portion of the Hearst Strip east of McGee Avenue since 1969 (**Figure 5**). Public outcry was so forceful that BART rejected the Peralta Community College District's plan in October 1976, opting instead to lease the property to the City of Berkeley "for the benefit of the residents."[10] Initially, the City leased the land from BART for $1 per year.[11] In 1977, Democratic Assemblyman Tom Bates of Oakland proposed Assembly Bill 1308 that would "make changes in [the]law affecting [the] Hearst Strip in Berkeley,"[12] specifically allowing the City of Berkeley to take control and ownership of the property.[13] The

[5] Historical video footage of protestors occupying People's Park Annex in May 1969 can be viewed online. "People's Park Mobile Annex (Berkeley)," *Bay Area Television Archive,* May 1969, accessed February 28, 2025, https://diva.sfsu.edu/collections/sfbatv/bundles/208853.
[6] Bernard Marszalek, "Fifty Years Ago: The Origins of Berkeley's Ohlone Park," *Fifth Estate,* Summer 2019, accessed February 19, 2025, https://www.fifthestate.org/archive/404-summer-2019/fifty-years-ago/.
[7] "Berkeley Truce: BART to Give Up Land as Park Site," *Los Angeles Times,* October 15, 1975, 34.
[8] "BART Offer: Peralta Urged to Buy Land," *Oakland Tribune,* March 16, 1974, 5.
[9] "BART Offer: Peralta Urged to Buy Land," *Oakland Tribune,* March 16, 1974, 5.
[10] "Hearst Strip Dispute," *Laney Tower* (Laney College, Oakland) 10, no. 4 (October 21, 1976), 1.
[11] "Hearst Strip Dispute," *Laney Tower* (Laney College, Oakland) 10, no. 4 (October 21, 1976), 1.
[12] "Sacramento Summary," *San Bernardino Sun,* September 19, 1977, B13.
[13] "Money Apportioned for Parks," *Oakland Tribune,* December 12, 1978, 25.

bill was signed into law in September 1977,[14] and ownership of the property was transferred to the City of Berkeley in May 1978.[15] In December 1978, the City announced that the westerly portion of the Hearst Strip (i.e., the area bounded by Sacramento Street, Hearst Avenue, and McGee Avenue), which at that time was disused and overgrown with weeds, would be developed the following summer as "a large, landscaped playing area, with […] a softball diamond."[16] The new park opened to the public in late 1979.[17]

In March 1981, citizens of Berkeley led a campaign to rename the Hearst Strip, the name of which was associated historically with Phoebe Apperson Hearst, to "Ohlone Park" to memorialize the East Bay's Native people.[18] It continues to be known as Ohlone Park in 2025. The ownership history is summarized in **Table 1**.

Figure 5. 1974 aerial photograph. North is up. The modern-day boundaries of Ohlone Park (the segment between Sacramento and California streets) are shown in red. Note the portion of the "Hearst Strip" east of McGee Avenue (at the far right) was developed as an open green space while the approximately 4.5 acres west of McGee Avenue was not yet developed. Source: UC Santa Barbara FrameFinder.

Table 1: Ownership and Occupancy History

Date	Owner	Source
Before ca. 1960	Various owners of residential properties that were ultimately demolished	1950 Sanborn map
Ca. 1960–75	Bay Area Regional Transit District	Jim Carberry, "Populace Want to Help Plan BART Stations in Their Own Neighborhoods," *Berkeley Gazette,* March 3, 1967, 1
1975–78	Peralta Community College District	"BART Offer: Peralta Urged to Buy Land," *Oakland Tribune,* March 16, 1974, 5
1978–present	City of Berkeley	Property sale history, ParcelQuest, accessed February 19, 2025, https://www.parcelquest.com

[14] "Sacramento Summary," *San Bernardino Sun,* September 19, 1977, B13.
[15] Property sale history, ParcelQuest, accessed February 19, 2025, https://www.parcelquest.com.
[16] "Money Apportioned for Parks," *Oakland Tribune,* December 12, 1978, 25.
[17] "Money Apportioned for Parks," *Oakland Tribune,* December 12, 1978, 25.
[18] Fred Garretson, "Park Name Changed from Hearst to Ohlone," *Oakland Tribune,* March 20, 1981, 15.

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.[19] They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The segment of Ohlone Park between Sacramento and California streets 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 segment of Ohlone Park between Sacramento and California streets and important events in the past. This was the last segment of the park to be developed. Whereas the area of the park east of McGee Avenue had been unofficially used as a public park since 1969 and subsequently improved, the subject property remained disused and overgrown with weeds as late as 1979.[20] The segment of Ohlone Park between Sacramento and California streets does not appear to have been a critical part of People's Park Annex. By comparison, the Ohlone Dog Park (located between Martin Luther King Jr. Way and Grant Street) was developed concurrently (in 1979) and "holds the distinction of being considered the first off-leash public dog park in America and possibly also the first in the world."[21] Review of archival data does not indicate that the segment of Ohlone Park between Sacramento and California streets was the site of a specific historical event or that it was significant in the history of public parks in Berkeley. For these reasons, the segment of Ohlone Park between Sacramento and California streets is recommended ineligible under Criterion A.

Criterion B – People

Preliminary research did not identify any significant association between the segment of Ohlone Park between Sacramento and California streets and important persons. A review of archival materials did not identify any individual whose productive life (i.e., the time period when he or she would have achieved significance) is closely associated with the park or whose personal achievements or professional accomplishments rose to national significance. For these reasons, the segment of Ohlone Park between Sacramento and California streets is recommended ineligible under Criterion B.

Criterion C – Design/Construction

The overall design for Ohlone Park was developed in 1978–79 by City of Berkeley staff under parks design manager Lynn Brenner and architect Doug Wolfe.[22,23] Rather than being the work of a master landscape architect or other master design professional, Ohlone Park was designed by City staff as one park project among many in Berkeley. It is a linear park with typical park features (e.g., lawns, paved paths, recreation equipment/facilities, benches, etc.). As such, it does not appear to

[19] 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.
[20] "Money Apportioned for Parks," *Oakland Tribune,* December 12, 1978, 25.
[21] Jenevieve Hughes, "People's Park Annex (Ohlone Dog Park)," *Clio: Your Guide to History,* February 26, 2021, accessed February 28, 2025, https://theclio.com/entry/95890.
[22] James Day, "Shaky Future for City Parks," *Berkeley Gazette,* August 12, 1979, 1.
[23] "Hearst Strip Park OK'd for Berkeley," *Oakland Tribune,* January 25, 1979, 28.

possess high artistic value or embody distinctive characteristics of a type, period, or method of construction such that it would be eligible for listing in the National Register for its design/construction. For these reasons, the segment of Ohlone Park between Sacramento and California streets 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 segment of Ohlone Park between Sacramento and California streets is representative of public parks constructed in Berkeley during the late-20th century. The park features standard features and materials and was constructed using standard methodologies. There is no evidence to suggest that the segment of Ohlone Park between Sacramento and California streets 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 segment of Ohlone Park between Sacramento and California streets 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 segment of Ohlone Park between Sacramento and California streets is recommended ineligible under any National Register criteria. Therefore, it does not qualify as a historic property under Section 106 of the National Historic Preservation Act.

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

"BART Offer: Peralta Urged to Buy Land." *Oakland Tribune,* March 16, 1974.

"Berkeley Truce: BART to Give Up Land as Park Site." *Los Angeles Times,* October 15, 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.

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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 #:** 1800 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 1800 Sacramento Street City Berkeley Zip 94702
d. UTM: Zone 10 S 563102.32 mE/ 4191950.55 mN; NAD 83
e. Other Locational Data: APN: 057 -2076-008-00

***P3a. Description:**
The property at 1800 Sacramento Street is occupied by an altered Mid-Century Modern-style two-story triplex building featuring an irregular, trapezoidal footprint. The residence is comprised of two volumes: an original northern volume with a flat roof, and a southern volume addition with a lean-to roof that slopes southward. Both rooflines include generous flat eaves. The building is clad in stucco at the ground floor and horizontal wood siding at the upper floor.

The primary (north) facade faces Delaware Street and is asymmetrically composed. The property's secondary, east, facade faces Sacramento Street (a note that the property's address is along Sacramento Street). Two single-car garage doors and a jalousie window are located at the ground floor, while the upper floor includes two replacement vinyl sliding windows. An open staircase with concrete treads leads from the ground floor to an upper floor unit and includes a metal geometric handrail with contemporary vertical wood screening at the landing. A substantial 2022 upper floor addition is prominently visible from the secondary east facade along Sacramento Street, which includes an asymmetrical fenestration pattern, vinyl windows, and what appear to be secondary entrances. The east facade is largely obscured from view by a hedge and a new wood fence. The residence is set back from Delaware Street to accommodate a driveway. Limited landscaping includes trees, shrubbery and a shallow concrete planter.

***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 (north) façade of 1800 Sacramento Street, facing south

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1960. Source: ParcelQuest (2025)

***P7. Owner and Address:**
Ilan and Tali Zamir Trustees
5652 San Pablo Avenue,
Emeryville, CA 94608 2732

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 EBALDC Affordable Housing Project Cultural Resources Survey Report.* Prepared for East Bay Asian Local Development Corporation. 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 #** 1800 Sacramento St ***NRHP Status Code** 6Z

B1. Historic Name: none
B2. Common Name: 1800 Sacramento Street
B3. Original Use: Multi-family residential B4. Present Use: Multi-family residential
***B5. Architectural Style:** Midcentury Modern style
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The subject property was constructed in 1960. 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 20th-century residential development **Area** North Berkeley
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

The residential building at 1800 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 the southwest corner of Delaware Street and 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

***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 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.[1]

Midcentury Modern Style (ca. 1945-1965)

The following context was taken from the *San Francisco Modern Architecture and Landscape Design 1935-1970: Historic Context* statement prepared by San Francisco Planning in 2011.

> The decades following the end of World War II represent the nation's longest period of continuous growth. Construction-related expenditures increased nearly every year from 1946 to 1969. In San Francisco, builder-developers and architects and were experimenting with new functional iterations of Modern designs. Midcentury Modern and late interpretations of the International Style were the primary styles applied to everyday residential, commercial, and institutional buildings. To a lesser extent, styles such as New Formalism and Googie/Futurism were incorporated in commercial design.
>
> Midcentury Modern is the most common Modern style built in San Francisco from 1945- 1970. It was most frequently applied to residential design, but was also commonly found in commercial, religious, office, institutional and recreational property types. Midcentury Modern design elements include cantilevered roofs and overhangs, the use of

[1] 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.

bright or contrasting colors, projecting eaves, canted windows, projecting boxes that frame the upper stories, stucco siding, spandrel glass, large expanses of windows, flat or shed roof forms, vertical corrugated siding, stacked roman brick cladding, and occasionally, vertical wood siding. New technology and materials, such as plastic laminates, spandrel glass, and anodized metal sheaths were increasingly incorporated in Midcentury Modern buildings. Many architects who practiced within the Modernist idiom did not fall neatly into the categories of International Style, Streamline Moderne, or Second Bay Tradition. The term Midcentury Modern for the purpose of this context statement is a broad term that is inclusive of Modern architects who designed buildings that emphasized many of the Midcentury Modern design elements.

Midcentury Modern design reflected the emerging philosophy of indoor-outdoor living. Design elements such as overhanging trellises, pergolas, atriums, and planters integrated in the building's design literally wedded the building form to the environment. Projecting trellises, in particular, were a notable design element of residential, commercial, and institutional buildings. The use of pergolas, latticework, and trellises also resulted in an overlay of projected shadows that shift in pattern on a building over the course of a day.

Builder-developers incorporated Midcentury Modern designs in their mix of available housing styles in neighborhood tract developments. Residences on corner lots of tract developments often fully embrace Midcentury Modern design elements, more so than houses located mid-block.[…][2]

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. Prior to its construction, the lot was undeveloped, as the surrounding neighborhood was largely constructed in the earlier part of the 20th century. In 1959, property owner George Sougey obtained a variance to construct a duplex on the southwest corner of Sacramento and Delaware Streets, and construction of the subject property was completed the following year.[3] Construction for the North Berkeley BART station, located across the street, was completed by 1973 (**Figure 1**). A Sanborn map from 1980 illustrates the property likely in its original configuration as comprised of two intersecting volumes with a two-story volume at the north, and a one-story volume at the south (**Figure 2**). Building permits for earlier modifications were not located. Later permitted work between 2022 and 2023 altered the property to include an 828 square foot addition at the upper floor of the southern portion of the building, within the existing footprint (**Figures 3 and 4**). Other changes at this time included the addition of solar panels, the addition of a vertical wood screen at the upper floor, and landscaping modifications. The building and property have been modified at various points since the time of construction. **Table 1** below includes an accounting of these various changes recorded from contemporary building permit records and visual inspection.

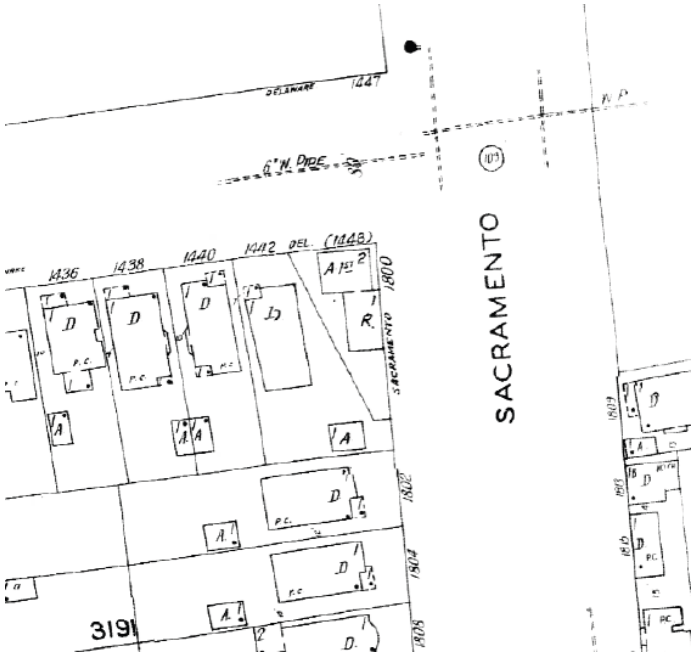
Table 1: Property and Building History

Date	Alternation / Change	Source
1960	Date of construction	ParcelQuest
2017	Major residential addition over 600 square feet to add a 5th bedroom on the parcel (approved, but not finalized)	Zoning permit ZP2016-0151 (August 5, 2016). On file with the City of Berkeley
2022	823 square foot addition to upper floor unit of existing residence within existing building footprint	Building permit B2017-04104 (September 21, 2017). On file with the City of Berkeley
2022	Install 10.63 KW PV solar panels on the roof with a new 100 AMP load center, derate main circuit	Building permit B2022-01370 (March 29, 2022). On file with the City of Berkeley
2023	Convert existing garage and existing closet into 500 square foot ADU. New living, dining, kitchen, bathroom with closet, foyer and laundry room. Change of occupancy from R-3 duplex to R-2 apartment house (expired)	Building permit B2021-05826 (November 16, 2023). On file with the City of Berkeley

[2] Mary Brown, *San Francisco Modern Architecture and Landscape Design 1935-1970: Historic Context*, Prepared by the San Francisco City and County Planning Department, 2011, 121-122.
[3] "City Okehs Bldg. Change," *The Berkeley Gazette*, June 18, 1959.

Date	Alternation / Change	Source
Unknown date(s)	Removal of original aluminum windows, replacement with vinyl windows, addition of vertical wood screen at staircase landing	ESA (2025)

Source: BAHA, January 1969
Figure 1. Aerial photograph showing subject property during North Berkeley BART station construction, indicated with red arrow.



Source: Google Street View, 2021
Figure 3. View of east elevation prior to 2022 2nd floor addition at the southern portion of the building, view northwest

Source: ESA, 2025
Figure 4. View of east elevation after 2nd floor addition at the southern portion of the building, view southwest

Ownership and Occupancy

A list of known owners and occupants is presented in **Table 2** below. There have been three long-time owners of the property since the building's construction in 1960 as well as a number of rental tenants during the property's history. Siblings George E. and Zela M. Sougey owned the property from the early 1960s through the late 1990s. George was an accountant involved in real estate and credit unions in Oakland and Berkeley.[4] In the 1950s, he served as the president of the Berkeley-Albany Chapter of the California League of Credit Unions, and as the chairman of the reception committee.[5] The Sougeys appeared to reside at their property through the 1990s. In 1998 the property was sold to Nancy Boling who owned the property for roughly 20 years, yet limited information on Nancy was uncovered. A long-time tenant included Hilu Oded, who resided at the duplex from about 2000 to 2020. The current owners purchased the property in 2020, altering it from a duplex to a triplex.

[4] U. S. Federal Census, 1950; "Int'l Credit Union Day," *The Berkeley Gazette*, October 15, 1958.
[5] "Int'l Credit Union Day," *The Berkeley Gazette*, October 15, 1958.

Table 2: Ownership/Occupancy History

Date	Owner / Occupant / Use	Source
ca. 1962 -1998	George E. and Zela M. Sougey (owners) George Ephriam Sougey Estate (owner)	Pacific Telephone (1962, 1990); Alameda County Clerk-Recorder, Document 98452416 (December 24, 1998)
1998-2020	Nancy Jane Boling (owner)	Alameda County Clerk-Recorder, Document 1998458506 (December 31, 1998)
2000	Donald Gregory (tenant)	Cole Information (2000)
2000	Ilan Zamir (tenant)	Cole Information (2000)
ca. 2000-2020	Hilu Oded (tenant)	Pacific Bell (2000); EDR Digital Archive (2020)
2005	Amber Flooring Inc	Cole Information (2005)
ca. 2005-2020	Jasmine Catering	Cole Information (2005, 2010): EDR Digital Archive (2020)
ca. 2006-2017	Logic Mode Communications	Haines Company, Inc.
2020-Present	Tali Marchnski (owner) Ilan and Tali Zamir Trustees (owners)	Alameda County Clerk-Recorder, Document 2020044131 (February 25, 2020)

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.[6] They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 1800 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 1800 Sacramento Street and important events in the past. The subject building was constructed in 1960, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1800 Sacramento Street was the site of a

[6] 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.

specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1800 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 1800 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, 1800 Sacramento Street does not appear to possess significance under Criterion B.

Criterion C – Design

The building at 1800 Sacramento Street was constructed as a single-family residence in 1960. It was designed in the Mid-Century Modern style and possesses several character-defining features of the style, such as projecting eaves, stucco siding, a flat roof, and a lack of decorative elements. However, the subject building appears to be a simplified, vernacular example of the style as applied to a duplex building and its distinguishing features do not rise to the level of significance necessary for inclusion in the National Register. Further, the original architect or builder were not identified. As such, it does not appear to be significant for its design or engineering. Moreover, it has undergone several alterations and additions since the time of its construction, including a substantial addition at the southern part of the building. For these reasons, 1800 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 1800 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 1800 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 1800 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 1800 Sacramento Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1800 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 98452416. December 24, 1998. Accessed February 25, 2025.

Alameda County Clerk-Recorder. Document 1998458506. December 31, 1998. Accessed February 25, 2025.

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Building permit B2021-05826. November 16, 2023. On file with 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

Page 1 **of** 9 ***Resource Name or #:** 1442 Delaware 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 1442 Delaware Street City Berkeley Zip 94702
UTM: Zone 10 S 563089.58 mE/ 4191956.21 mN; NAD 83
e. Other Locational Data: APN: 057-2076-007-00

***P3a. Description:**
The property at 1442 Delaware Street is occupied by an altered bungalow-style two-story multi-family residential building, constructed in 1923. The subject property has an irregular footprint and is largely comprised of an original ground floor volume, and an additional upper floor volume. The volumes each have asphalt shingled hipped roofs with intersecting gables with projecting eaves and decorative brackets. The building includes a concrete foundation, wood framing and is clad in stucco.

The primary (north) façade is asymmetrically composed and faces Delaware Street. The facade includes a semi-enclosed gable roof covered entrance porch with arched openings supported by boxed and battered piers which flank a series of concrete steps. The ground floor includes original wood window frames with replacement multi-lite windows. The west façade features a stucco-covered chimney flanked by metal sash windows. Mature trees and shrubbery abut the residence which is flanked by a wood fence.

***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 (north) façade of 1442 Delaware Street, facing south

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1923. Source: ParcelQuest (2025)

***P7. Owner and Address:**
Julie C. and Kleine Richard A. McNamara Trust
1440 Delaware 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 EBALDC Affordable Housing Project Cultural Resources Survey Report.* Prepared for East Bay Asian Local Development Corporation. 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 #** 1442 Delaware St *** NRHP Status Code** 6Z
Page 2 **of** 9

B1. Historic Name: 1442 Delaware Street
B2. Common Name: 1442 Delaware Street
B3. Original Use: Single-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 1923. 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: Bernard Hawk
***B10. Significance:**
Theme: Early 20th-century residential development **Area:** North Berkeley
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

The residential building at 1442 Delaware 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 Delaware 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

***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 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.[1]

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 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

[1] 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.

architectural style is common in the Bay Area due to the form's relatively low cost and suitability for mild climates.[2] 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.[3]

Subject Property

Property and Building History

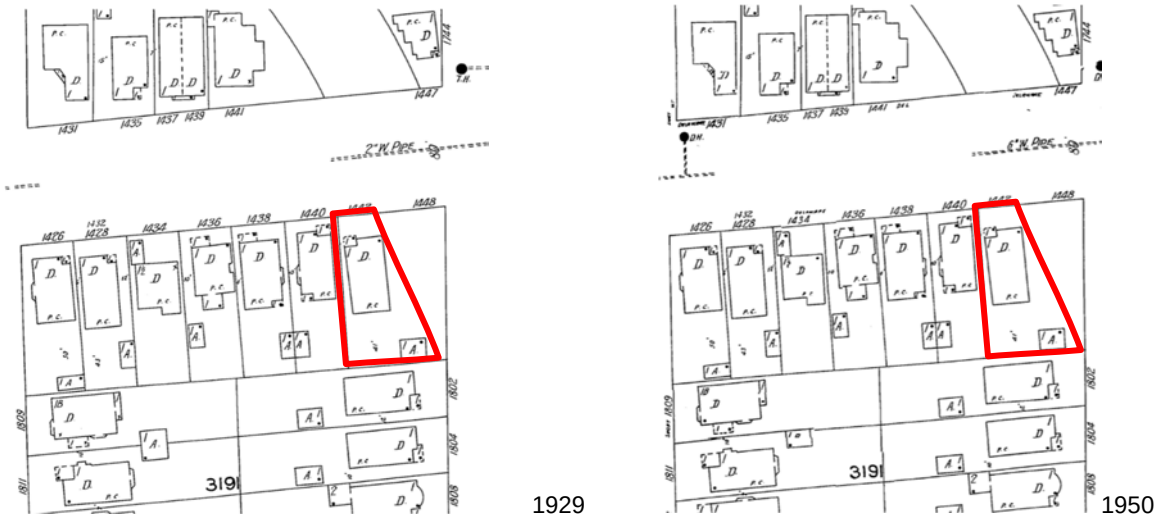
The subject property is located in North Berkeley, the majority of which is comprised of residential buildings with moderate commercial development concentrated along University Avenue. The building permit for 1442 Delaware Street was issued in 1919 and the property was constructed in 1923. Bernard Hawk was listed as the builder for the property. The 1929 Sanborn map depicts the property as being developed with a one-story residential building with semi-enclosed front porch, and a detached garage at the rear of the property, a configuration which was also visible on the 1950 Sanborn map and in a 1969 photograph (**Figures 1 and 2**).

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 substantial second floor addition was constructed to the rear of the residence in 1999, emulating the original 1923 design. Work during this time also included a kitchen remodel. Later alterations included the demolition of the original garage and the construction of a 300 square-foot ADU in the rear yard, and stucco replacement. Despite these alterations, the building's original footprint has been retained. Archival review indicates that the subject property was built as a single-family residence and current functions as a multi-family residence.

Table 1: Property and Building History

Date	Alternation / Change	Source
1919	Application to construct one-story single-family residence	Building permit 7844, (July 22, 1919). On file at Berkeley Architectural Heritage Association.
1923	Date of construction of property	Property Ownership Card for 1442 Delaware Street (1942); ParcelQuest (2025)
1999	Second floor addition, and kitchen remodel	Building permit B1998-01999 (July 7, 1999). On file with the City of Berkeley.
2018	Demolish existing garage. Construct new ADU in the rear yard	Building permit B2018-03476 (August 31, 2018). On file with the City of Berkeley.
2019	Relocate utility trench, replace stucco siding	Building permit B2018-03476-REV01 (October 17, 2019). On file with the City of Berkeley.

[2] San Francisco Planning Department, *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement,* 2023, 71.
[3] San Francisco Planning Department, 71.



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, Volume 1, 1929 and 1950, sheet 33.
Figure 1. Site plans of 1442 Delaware Street, 1929 (left) and 1950 (right). Subject property outlined with general present lot boundaries in red.

Source: BAHA, January 1969
Figure 2. Aerial photograph showing subject property during North Berkeley BART station construction, indicated with red arrow. Note earlier configuration with arched porch openings, prior to 1999 addition.

Ownership and Occupancy

A list of known owners and occupants is presented in **Table 2** below. The earliest permit records related to the subject property indicate that Elizabeth Schwick was the original owner of the residence at 1442 Delaware Street. It is unclear how long the original owner either owned or resided at the subject property. The subject property was then owned by Herman Stark and his wife, Daisy Stark beginning around 1940. Daisy was a homemaker and Herman was worked as a teamster for *The Oakland Tribune*.[4] The Starks resided at the property for roughly 27 years until 1967 when Herman passed away.[5] The

[4] U.S. Federal Census, 1940.
[5] "Obituaries: Herman H. Stark," *The Berkeley Gazette*, December 2, 1967.

property appeared to remain in the Stark family for nearly five decades through 1989, when the property was sold to current owners Rick and Julie Kleine.

Table 2: Ownership and Occupancy History

Date	Owner / Occupant / Use	Source
ca. 1919-1923	Elizabeth Schwick (owner)	Building permit 7844, (July 22, 1919). On file at Berkeley Architectural Heritage Association.
ca. 1940-1989	Herman H. and Daisy Stark (owners) Daisy Ethel Stark Estate	1940 U.S. Federal Census; R. L. Polk & Co. (1942, 1943); Pacific Telephone (1962); Alameda County Clerk-Recorder, Document 89316194 (November 22, 1989)
1989- Present	Rick and Julie Kleine (owners)	Cole Information (1995, 2010, 2014, 2017); Pacific Bell Directory (1996, 2000); Haines Company, Inc. (2006); EDR Digital Archive
2020	Blake Krueger	EDR Digital Archive (2025)
2020	Kelsey Kleine	EDR Digital Archive (2025)

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.[6] They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 1442 Delaware Street is evaluated below for potential historic significance according to National Register Criteria A through D.

[6] 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.

Criterion A – Events

Preliminary research did not identify any significant association between the residential building at 1442 Delaware Street and important events in the past. 1442 Delaware Street was originally constructed in 1923 as a one-story residential building, in the present-day North Berkeley neighborhood, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1442 Delaware Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons,1442 Delaware 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 1442 Delaware Street and important persons. Property ownership records, census data, city directories, and newspaper articles identified several owners over the years, and the property appears to have been largely owned by two entities over the course of its history. 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, 1442 Delaware Street does not appear to possess significance under Criterion B.

Criterion C – Design

The building at 1442 Delaware Street was constructed as a single-family residence in 1923. 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, gabled rooflines, projecting overhangs, exposed eaves and rafter tails. 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 built by an individual named “Bernard Hawk.” Preliminary research does not suggest that Hawk was significant to the residential development of Berkeley or was considered a master builder. Moreover, it has undergone a substantial addition and several alterations since the time of its construction. For these reasons, 1442 Delaware 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 1442 Delaware 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 1442 Delaware 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 1442 Delaware 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 1442 Delaware Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1442 Delaware 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 89316194. November 22, 1989. Accessed February 25, 2025.

Building permit 7844. July 22, 1919. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit B1998-01999. July 7, 1999. On file with the City of Berkeley. Berkeley, California.

Building permit B2018-03476. August 31, 2018. On file with the City of Berkeley. Berkeley, California.

Building permit B2018-03476-REV01. October 17, 2019. On file with the City of Berkeley. Berkeley, California.

California Office of Historic Preservation. Instructions for Recording Historical Resources. Sacramento: Office of Historic Preservation, 1995. Accessed February 14, 2025. https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf.

City of Berkeley. Property records and building permits for 1442 Delaware Street. On file at the City of Berkeley's Building Eye website.

Google maps. Street view imagery of 1442 Delaware Street. Various dates. Accessed February 25, 2025.

Langan Engineering & Environmental Services, Inc. "PHASE I ENVIRONMENTAL SITE ASSESSMENT: North Berkeley BART Station 1750 Sacramento Street, Berkeley, California." Prepared for BRIDGE Housing, 2024.

"Obituaries: Herman H. Stark." *The Berkeley Gazette*, December 2, 1967.

ParcelQuest. Alameda County Assessor records for 1442 Delaware Street. Accessed February 25, 2025.

Property ownership card for 1442 Delaware 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, California. 1929. Volume 1, sheet 33.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. 1950. Volume 2, sheet 33.

San Francisco Planning Department. *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement*, 2023.

U.S. Federal Census. 1900–50. Accessed February 14, 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** 10 ***Resource Name or #:** 1440 Delaware 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 1440 Delaware Street City Berkeley Zip 94702
UTM: Zone 10 S 563079.65mE/ 4191955.25 mN; NAD 83
e. Other Locational Data: APN: 057 -2076-006-00

***P3a. Description:**
The property at 1440 Delaware Street is occupied by an altered bungalow-style one-story single-family residential building constructed in 1923. The residence is of wood-frame construction, supported by a concrete foundation, clad with stucco, and capped by a hipped roof.

The primary (north) façade faces Delaware Street and is asymmetrically composed with a projecting semi-enclosed gable roof covered entrance porch. A centralized paved walkway leads to a set of steps to the gabled porch. To the west of the entrance is a replacement wood frame window assembly in a single-lite and one-over-three configuration. The west façade features a stucco-covered chimney flanked by one-over-three fixed wood frame windows. The east facade includes one, one-over-three fixed wood frame window and at least one, two-over-three fixed wood frame window. The property includes a sloped driveway along the west façade, and shrubbery and trees along the sidewalk which are enclosed by dry laid stones.

***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 (north) façade of 1440 Delaware Street, facing south

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1923. Source: ParcelQuest (2025)

***P7. Owner and Address:**
Hannah B. Tashjian and Jason E. Warriner Trustees
1440 Delaware 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 EBALDC Affordable Housing Project Cultural Resources Survey Report.* Prepared for East Bay Asian Local Development Corporation. 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

B1. Historic Name: 1440 Delaware Street
B2. Common Name: 1440 Delaware 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 1923. 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: Unknown b. Builder: Unknown
***B10. Significance:**
Theme: Early 20th-century residential development **Area:** North Berkeley
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

The residential building at 1440 Delaware 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 Delaware 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

***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 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.[1]

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

[1] 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.

architectural style is common in the Bay Area due to the form's relatively low cost and suitability for mild climates.[2] 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.[3]

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 City of Berkeley Property Card for 1440 Delaware Street, the building was constructed in 1923. The 1929 Sanborn map depicts the property as being developed with a one-story residential building with a semi-enclosed porch and a detached garage (**Figure 1**). The 1929 Sanborn map suggests that the adjacent property at 1438 Delaware Street shared a similar, mirrored footprint with the subject property. The roof was repaired in 1936. Photographs taken in the 1940s illustrate the property roughly twenty years after construction and include the original multi-lite tripartite wood window assembly, early landscaping and driveway, and what appears to be the original detached garage (**Figures 2 and 3**). Archival review indicates that the subject property has continuously functioned as a residential building since the time of its construction.

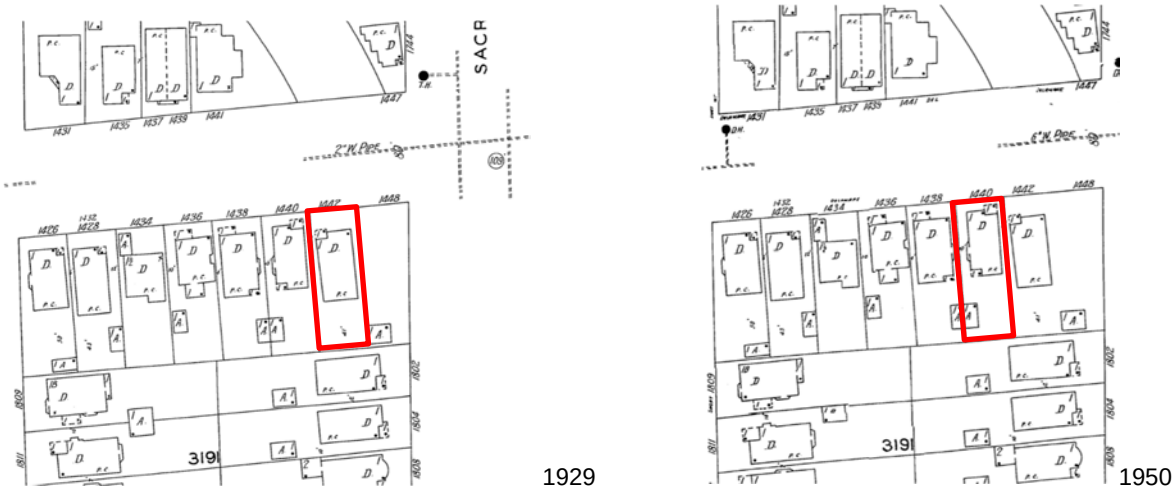
According to building permit records and other property records on file with the Berkeley Architectural Heritage Association, recorded in newspapers and historic aerial imagery, and ESA staff observations conducted during an intensive pedestrian survey, several changes were made to the property over time, and they are listed in **Table 1** below. The subject property has undergone various alterations over the years in terms of new windows, roof repair and replacement, seismic repairs with partial new foundation, bathroom remodel with skylights, and new doors.

Table 1: Property and Building History

Date	Alternation / Change	Source
1923	Single-family residence constructed	ParcelQuest (2025)
1936	Roof repair	Building permit 41454 (October 7, 1936). On file at Berkeley Architectural Heritage Association
2007	Bathroom remodel with skylight. Installation of new, double French doors off of rear bedroom (closed)	Building permit B2007-00445 (February 6, 2007), On file with the City of Berkeley
2009	Removal of existing roof and installation of new Class A roof	Building permit B2009-02630 (July 20, 2009). On file with the City of Berkeley
2012	Seismic retrofit (approved)	Building permit B2012-01607 (May 24, 2012). On

[2] San Francisco Planning Department, *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement,* 2023, 71.
[3] San Francisco Planning Department, 71.

Date	Alternation / Change	Source
		file with the City of Berkeley
2012	Partial foundation removal as part of seismic retrofit	Building permit B2012-02973 (July 24, 2012). On file with the City of Berkeley
Unknown date(s)	Multiple original windows replaced with wood frame windows in a new configuration	ESA (2025)



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, Volume 1, 1929 and 1950, sheet 33.
Figure 1. Site plans of 1400 Delaware Street, 1929 (left) and 1950 (right). Subject property outlined in red.

Source: Property ownership card for 1400 Delaware Street. On file at Berkeley Architectural Heritage Association.
Figure 2. 1440 Delaware Street as it appeared roughly 20 years after construction, c. 1948-1949

Source: Property ownership card for 1400 Delaware Street. On file at Berkeley Architectural Heritage Association.
Figure 3. 1440 Delaware Street as it appeared roughly 20 years after construction, c. 1948-1949

Ownership and Occupancy

A list of known owners and occupants is presented in **Table 2** below. The earliest-known owner of subject property at 1440 Delaware Street was Mr. George Pearce who likely owned the property from ca. 1942 to 1948. Pearce was born in England and had retired by the time he owned 1440 Delaware Street.[4] Pearce sold his house to Lieutenant Sergey Shewchuck in 1948.[5] Lt. Shewchuck, who served as an Air Corps navigator, transferred to Japan in 1949 and the property was subsequently sold that year.[6] Subsequent owners included married couples and/or single individuals who owned the property for short periods through 1957, when Sylvester Merrit purchased the property. Merrit was a sand mill operator who worked for an iron foundry and owned the property for approximately 34 years.[7] Later longer-time owners included Eric Grundman, architect Sam Deollar and Rebecca Lave, and current property owners.

Table 2: Ownership and Occupancy

Date	Owner / Occupant / Use	Source
ca. 1942-1948	George Pearce (owner)	Building Sale Record, November 1, 1948, Property owner card, on file at Berkeley Architectural Heritage Association.
1943	Kath R. Nelson	R. L. Polk & Co. (1943)
1949	Lt. Sergey and Janet May Shewchuck (owners)	Building Sale Record, March 3, 1949, Property ownership card for 1440 Delaware Street, on file at Berkeley Architectural Heritage Association.
1949	Sarah and Edith Stevens	Building Sale Record, March 3, 1949, Property ownership card for 1440 Delaware Street, on file at Berkeley Architectural Heritage Association.
1953	William J. and Jessie E. Martin	Property ownership card for 1440 Delaware Street, on file at

[4] U. S. Federal Census, 1940.
[5] Building Sale Record November 1, 1948. Property owner card, on file at Berkeley Architectural Heritage Association.
[6] Kacy Ward, "So We Hear…," *The Berkeley Gazette*, April 24, 1951.
[7] U. S. Federal Census, 1950.

Date	Owner / Occupant / Use	Source
		Berkeley Architectural Heritage Association.
ca. 1954-1956	William and Dorothy A. Warraner	Property ownership card for 1440 Delaware Street, on file at Berkeley Architectural Heritage Association.
1957-1991	Sylvester Merritt (owner)	Property ownership card for 1440 Delaware Street, on file at Berkeley Architectural Heritage Association, Pacific Telephone; Alameda County Clerk-Recorder, Document 91196791 (July 29, 1991)
1991 - 1992	Gary A. Torretta (owner)	Alameda County Clerk-Recorder, Document 92164168 (May 27, 1992)
1992 - 2001	Eric Gundrum (owner)	Alameda County Clerk-Recorder, Document 2001002449 (January 3, 2001)
2005 - 2011	Sam Desollar and Rebecca A. Lave (owners)	Alameda County Clerk-Recorder, Document 2011136347 (May 4, 2011)
ca. 2011-Present	Hannah B. Tashjian and Jason E. Warriner (owners)	Alameda County Clerk-Recorder, Document 2011136347 (May 4, 2011)

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.[8] They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 1440 Delaware Street is evaluated below for potential historic significance according to National Register Criteria A through D.

[8] 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.

Criterion A – Events

Preliminary research did not identify any significant association between the multi-family residential building at 1440 Delaware Street and important events in the past. The subject building was constructed in 1923, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 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 1440 Delaware 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, 1440 Delaware Street does not appear to possess significance under Criterion B.

Criterion C – Design

The building at 1440 Delaware Street was constructed as a one-story, single-family residence in 1923. 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. No original architect or builder was identified for this building. Moreover, it has undergone several alterations and additions since the time of its construction. For these reasons, 1440 Delaware 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 1440 Delaware 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 1440 Delaware 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 1440 Delaware 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 1440 Delaware Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1440 Delaware 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 91196791. July 29, 1991. Accessed February 25, 2025.

Alameda County Clerk-Recorder. Document 92164168. May 27, 1992. Accessed February 25, 2025.

Alameda County Clerk-Recorder. Document 2001002449. January 3, 2001. Accessed February 25, 2025.

Alameda County Clerk-Recorder. Document 2011136347. May 4, 2011. Accessed February 25, 2025.

Building permit 41454. October 7, 1936. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit B2007-00445. February 6, 2007. On file with the City of Berkeley. Berkeley, California.

Building permit B2009-02630. July 20, 2009. On file with the City of Berkeley. Berkeley, California.

Building permit B2012-01607. May 24, 2012. On file with the City of Berkeley. Berkeley, California.

Building permit B2009-02630. July 20, 2009. On file with the City of Berkeley. Berkeley, California.

Building permit B2012-02973. July 24, 2012. On file with the City of Berkeley. Berkeley, California.

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

Google maps. Street view imagery of 1440 Delaware Street. Various dates. Accessed February 25, 2025.

Langan Engineering & Environmental Services, Inc. "PHASE I ENVIRONMENTAL SITE ASSESSMENT: North Berkeley BART Station 1750 Sacramento Street, Berkeley, California." Prepared for BRIDGE Housing, 2024.

ParcelQuest. Alameda County assessor records for 1440 Delaware Street. Accessed February 25, 2025.

Property ownership card for 1440 Delaware Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.

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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, California. Volume 1, 1929. Sheet 33.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1950. Sheet 33.

San Francisco Planning Department. *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement.* 2023.

U.S. Federal Census. 1900–50. Accessed February 14, 2025, https://www.ancestry.com.

Ward, Kacy. "So We Hear…." *The Berkeley Gazette*, April 24, 1951.

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 #:** 1438 Delaware 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 1438 Delaware Street City Berkeley Zip 94702
UTM: Zone 10 S 563071.20 mE/ 4191946.10 mN; NAD 83
e. Other Locational Data: APN: 057-2076-005-00

***P3a. Description:**

The property at 1438 Delaware Street is occupied by an altered bungalow-style one-story single-family residential building constructed in 1923. The residence is of wood-frame construction, supported by a concrete foundation, clad with stucco, and capped by a hipped roof.

The primary (north) façade faces Delaware Street and is asymmetrically composed with a projecting semi-enclosed gabled entrance porch. The western porch bay includes fixed multi-lite glazing. A centralized paved walkway leads to a set of steps to the gabled porch. To the east of the entrance is a replacement aluminum frame window assembly with a pair of sliding windows flanking a fixed lite with simulated divided lites. The east façade features a stucco chimney flanked by three-over-one aluminum frame windows. The west facade was largely obscured by mature vegetation. The property includes a paved sloped driveway along the east façade, and shrubbery and trees along the sidewalk.

***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 (north) façade of 1438 Delaware Street, facing south

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1923. Source: ParcelQuest (2025.

***P7. Owner and Address:**
KNL Golden Properties LLC
6145 Royal Ann Drive,
San Jose, CA 95129-4747

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 Ebaldc Affordable Housing Project, Berkeley, Alameda County, California Cultural Resources Survey Report.* Prepared for Community Housing Development Corporation. 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 #** 1438 Delaware St ***NRHP Status Code** 6Z
Page 2 **of** 9

B1. Historic Name: 1438 Delaware Street
B2. Common Name: 1438 Delaware 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 1923. 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 20th-century residential development **Area:** North Berkeley
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

The residential building at 1438 Delaware 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 Delaware 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

***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*.

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>
> 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.
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> 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.[1]

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

[1] 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.

architectural style is common in the Bay Area due to the form's relatively low cost and suitability for mild climates.[2] 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.[3]

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, 1438 Delaware Street was constructed in 1923. The 1929 Sanborn map depicts the property as being developed with a one-story residential building with a semi-enclosed porch and a detached garage (**Figure 1**). The 1929 Sanborn map suggests that the adjacent property at 1440 Delaware Street shared a similar, mirrored footprint with the subject property.

The building and property have been modified since the time of its construction. **Table 1** below includes an accounting of these various changes recorded in the assessment record and available building permit records. The rear porch was repaired in 1944. A photograph from a real estate listing website in 2004 indicates that the home was in poor condition at the time of the sale, with boarded up windows and a deteriorating soffit above the porch.[4] The 2004 photographs appear to illustrate the early stair configuration at the porch, which led directly from the sidewalk. The stairs have since been reconfigured. In 2005, a building permit was issued for termite repair work in the kitchen and bathroom framing, at which time new windows in unspecified locations were installed.

Table 1: Property and Building History

Date	Alternation / Change	Source
1923	Single-family residence constructed	ParcelQuest (2025)
1944	Repair of an existing rear porch which was considered to be hazardous	Building permit 55393 (February 17, 1944). On file at Berkeley Architectural Heritage Association.
2005	Termite repairs in the kitchen and bath framing. New windows installed.	Building permit B2005-00594 (April 21, 2005). On file at the City of Berkeley.
Unknown date(s)	Soffit repair, semi-enclosed porch enclosure with staircase reconfiguration, and re-stuccoing.	ESA (2025)

Ownership and Occupancy

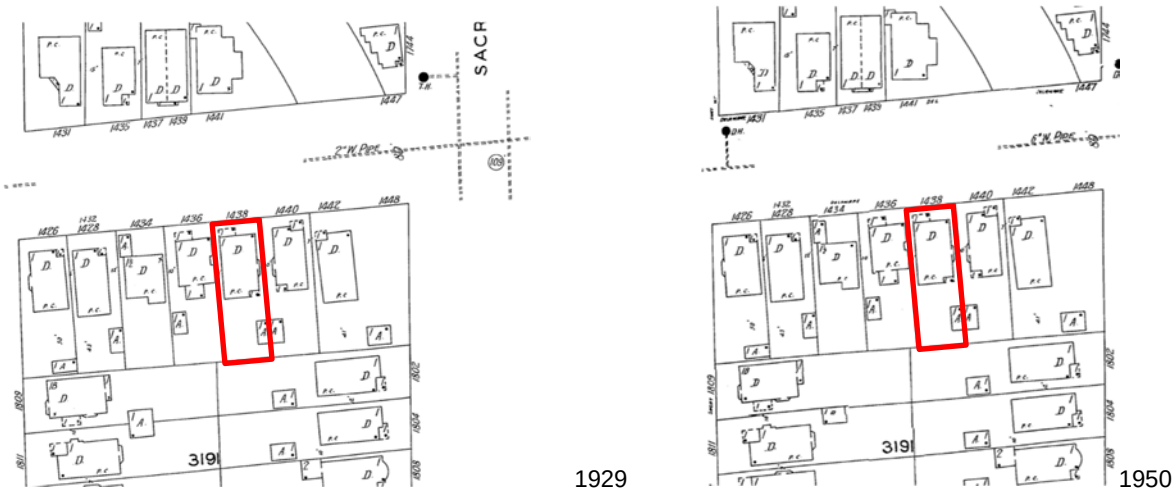
A list of known owners and occupants is presented in **Table 2** below. The earliest known owner of the subject property appeared to be husband and wife Fred and Maria Fiverson, who owned the property as early as 1930. Fred Fiverson was a

[2] San Francisco Planning Department, *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement,* 2023, 71.
[3] San Francisco Planning Department, 71.
[4] Redfin, "1438 Delaware St, Berkeley, CA 94702," Redfin website, https://www.redfin.com/CA/Berkeley/1438-Delaware-St-94702/home/633585.

mechanic and by 1942 was an employee of the Underwood Elliot Fisher Company which made accounting machines.[5] Fiverson owned the property until his death in 1967. A UC Berkeley student, Patricia J. Riddle, resided at the property in 1969.[6] A real estate listing indicates that the home was boarded up in 2004, suggesting that the home was then unoccupied. There is limited information related to subsequent owners and occupants until the mid-2000s, when Bill Toomey owned the property for roughly 5 years between 2006 and 2011 during which time it appears that the building may have been used as a rental property. ParcelQuest Alameda County Assessor records indicate that the property may have gone into foreclosure in 2012, and was later purchased by Fend F. Kao in 2021.

Table 2: Ownership and Occupancy History

Date	Owner / Occupant / Use	Source
ca. 1930-1967	Fred Fiverson and Maria Fiverson (owners)	1930 U.S. Federal Census; R. L. Polk & Co. (1943); Property Ownership Card for 1438 Delaware Street, on file at Berkeley Architectural Heritage Association; Pacific Telephone (1962, 1967).
1969	Patricia J. Riddle	*The Berkeley Gazette* (July 19, 1969), 36.
ca. 2006 - 2011	Bill Toomey (owner)	Haines Company, Inc.; Alameda County Clerk-Recorder, Document 2011253375 (August 6, 2011).
2010	2010 Mommie & Me Family Daycare	Cole Information (2010)
2017	Andy McElroy	Cole Information (2017)
ca. 2012-2021	Deutsche Bank National Trust Bank Co. Trust and American Home Mortgage Investment Trust	Alameda County Clerk-Recorder, Document 2012099982 (March 22, 2012).
2021- 2023	Feng F. Kao	Alameda County Clerk-Recorder, Document 2012099982 (March 22, 2012).
2023-Present	KNL Golden Properties LLC	Alameda County Clerk-Recorder, Document 2023112111 (September 29, 2023).



Source: Sanborn Fire Insurance Company, Insurance Maps of Berkeley, California, Volume 1, 1929 and 1950, sheet 32.
Figure 1. Site plans of 1438 Delaware Street, 1929 (left) and 1950 (right). Subject property outlined in red.

[5] "Funeral Notices," *The Berkeley Gazette*, February 23, 1967.
[6] "Local Scholarship Winners Listed," *The Berkeley Gazette*, July 19, 1969.

Source: Redfin, 2004
Figure 2. 1438 Delaware Street as it appeared in 2004 when the house was on the market. Note the enclosed window openings, roof condition, and configuration of the front stairs.

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.[7] They are location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 1438 Delaware 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 1438 Delaware Street and important events in the past. The subject building was constructed in 1923, decades after the earliest residential buildings were constructed in North Berkeley. Review of archival data does not indicate that 1438 Delaware Street was the site of a

[7] 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.

specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1438 Delaware 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 1438 Delaware 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, 1438 Delaware Street does not appear to possess significance under Criterion B.

Criterion C – Design

The building at 1438 Delaware Street was constructed as a one-story, single-family residence in 1923. 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. No original architect or builder was identified for the building. Moreover, it has undergone several alterations and additions since the time of its construction. For these reasons, 1438 Delaware 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 1438 Delaware 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 1438 Delaware 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 1438 Delaware 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 1438 Delaware Street is recommended ineligible under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1438 Delaware 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 2012099982. March 22, 2012. Accessed February 25, 2025.

Alameda County Clerk-Recorder. Document 2023112111. September 29, 2023. Accessed February 25, 2025.

Building permit 55393. February 17, 1944. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Building permit B2005-00594. April 21, 2005. On file at the City of Berkeley. Berkeley, California.

California Office of Historic Preservation. Instructions for Recording Historical Resources. Sacramento: Office of Historic Preservation, 1995. Accessed February 14, 2025. https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf.

"Funeral Notices" *The Berkeley Gazette*, February 23, 1967.

Google maps. Street view imagery of 1438 Delaware Street. Various dates. Accessed February 25, 2025.

Langan Engineering & Environmental Services, Inc. "PHASE I ENVIRONMENTAL SITE ASSESSMENT: North Berkeley

BART Station 1750 Sacramento Street, Berkeley, California." Prepared for BRIDGE Housing, 2024.

"Local Scholarship Winners Listed." The Berkeley Gazette, July 19, 1969.

ParcelQuest. Alameda County assessor records for 1438 Delaware Street. Accessed February 25, 2025.

Property ownership card for 1438 Delaware Street, Berkeley, California. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Redfin. "1438 Delaware St, Berkeley, CA 94702." Redfin website, https://www.redfin.com/CA/Berkeley/1438-Delaware-St-94702/home/633585.

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, California. Volume 1, 1929. Sheet 32.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1950. Sheet 32.

San Francisco Planning Department. *Progressive Era and Early Revival Styles 1890–1930 Historic Context Statement.* 2023.

U.S. Federal Census. 1900–50. Accessed February 14, 2025, https://www.ancestry.com.

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

PRIMARY RECORD

Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

Page **1** of **11** ***Resource Name or #:** 1436 Delaware Street
P1. Other Identifier: none
***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 1436 Delaware Street City Berkeley Zip 94703
d. UTM: Zone 10S, 563062.20 mE / 4191942.51 mN; NAD 83
e. Other Locational Data: APN: 057-2076-04

***P3a. Description:** The property at 1436 Delaware Street is occupied by a one-story, 976 square-foot, single-family residence clad in stucco which features a rectangular footprint with a front-gabled roof with overhanging eaves, exposed rafter tails, and a stucco chimney with a corbeled cap in the southeast corner. The primary (north) elevation faces Delaware Street and features a projecting front-gabled porch; the roof is supported by square columns above a stucco finished pony wall. Incised rectangular panels are featured on the engaged pilasters at each corner of the pony wall. Fenestration on this façade consists of two contemporary vinyl sash, single-hung windows and a wood slab door with a diamond-shaped fixed lite. The secondary (east and west) and rear (south) façades are not visible from the public right-of-way.

***P3b. Resource Attributes:** HP2: Single family property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: Primary façade of subject property at 1436 Delaware Street, view to south (ESA, 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric
☐ Both
1923 (Source: Alameda County Assessor)

***P7. Owner and Address:**
David Pewzner & Cynthia E. Chen
1436 Delaware Street
Berkeley CA 94702

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 EBALDC Affordable Housing Project Cultural Resources Survey Report*. Prepared for East Bay Asian Local Development Corporation. 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 #** 1436 Delaware Street ***NRHP Status Code** 6Z

B1. Historic Name: 1436 Delaware Street
B2. Common Name: 1436 Delaware Street
B3. Original Use: Single family residence B4. Present Use: Single family residence
***B5. Architectural Style:** Craftsman
***B6. Construction History:** (Construction date, alterations, and date of alterations)
The building at 1436 Delaware Street was constructed in 1923, according to records from the Alameda County Assessor and Building Permits obtained from the City of Berkeley Office of Building and Safety. 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 20th 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 1436 Delaware Street does not possess significance under and 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 single-family residence designed in the Craftsman architectural style that does not rise to the level necessary for inclusion in the National Register. Its common construction methods are unlikely to yield new or important information (Criterion D). The building located at 1436 Delaware 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 11.

B13. Remarks: None

***B14. Evaluator:** Antonette Hrycyk, M.S
Environmental Science Associates
***Date of Evaluation:** March 2025

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

North Berkeley Area

The subject property at 1436 Delaware Street is located west of the intersection of Delaware Street and Sacramento Street. Sacramento Street functions as the north-south border between North and Northwest Berkley, 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

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.

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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.[1]

[1] 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.

Craftsman Style (1905-1930)

The Subject Property is a single-family residence designed in the Craftsman style. Craftsman, as an architectural style, was derived from the Arts and Crafts Movement which originated in England during the second half of the nineteenth century as a reaction to nineteenth century industrial culture. The Arts and Crafts Movement called for a return to honesty and utility in design, handcrafted construction, and the use of natural materials. Advocates of the movement in England, including William Morris, argued that relying on handcrafted construction allowed each creation to be an individual work rather than a standardized industrial product. In the United States, the Arts and Crafts Movement included architecture, furniture, and decorative arts.

The Craftsman style was adaptable across socioeconomic categories and included both large finely crafted homes for the affluent class, and small modestly built cottages or bungalows for the working class. In contrast to earlier styles, the bungalow was intended for the servant-less household and could be built by either an unskilled builder using plans from books or with kits fully cut and shipped from mail-order houses. The Craftsman style was publicized extensively in lifestyle magazines of the period, which led to a flourishing of pattern books, some of which offered prefabricated "kit" components for on-site assembly such as products by Sears Roebuck and Company and Pacific Ready-Cut Homes. In other examples, architects and master builders used the architectural vocabulary of the Craftsman style to create complex and highly detailed residential architecture.[2]

The Craftsman style has a generally recognized national period of significance of 1905 to 1930 during the time when this style was most common.[3] Craftsman single-family residences dating from 1905 to 1930 are associated with the architectural styles and culture of early 20th century residential architecture. They illustrate the broad influence of the Arts and Crafts Movement on the local architects, designers, and builders working in California during the first few decades of the 20th century. Furthermore, they represent the identity and values of the occupants, who found in this style and method of construction a means by which to satisfactorily accommodate themselves and their families economically, and to express their individuality by selecting from and combining a wide variety of plans, window treatments, door treatments, porches, and architectural features then available.

Common character defining features of the Craftsman style include[4]:

- Square or rectangular shaped cottages
- One to one-and-one half stories
- Wood frame structures typically clad with shingle or clapboard siding
- Use of natural materials such as stone
- Emphasis on handcraftsmanship
- Integration into the landscape and incorporation of the local climate
- Broad horizontality with multilevel deep projecting eaves
- Low-pitched hipped or gabled roofs
- Exposed roof beams and rafter tails, decorative brackets, or knee braces
- Prominent entry porches and sleeping porches
- Full or partial-width porches with battered or square porch posts and/or masonry piers
- Rectangular windows, usually sash over sash; simple wood-frame surrounds
- Bungalow type dwellings may also contain elements of the Spanish, Stick, Tudor, Colonial Revival, or Japanese styles

<u>Subject Property</u>

[2] Virginia Savage McAlester, *A Field Guide to American Houses (Revised): The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (Knopf, 2015), 567-568.
[3] David Gebhard, "The Myth and Power of Place," in Canizaro, Vincent. ed., Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition (Princeton Architectural Press, 2007).
[4] Virginia Savage McAlester, *A Field Guide to American Houses (Revised): The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (Knopf, 2015), 567-568.

Property and Building History

Information obtained from records from the Berkeley Architectural Heritage Association (BAHA) indicate that a building permit for the Subject Property was filed by Pedersen and Fesseuden [sic] on February 8, 1923 to construct a 912-square foot dwelling with cement foundation, clad in stucco, with one brick chimney.[5] The Subject Property is first depicted on the 1929 Sanborn Map, with an associated garage along the western boundary of the parcel (**Figure 1**). An aerial photograph from 1939 also shows the Subject Property (**Figure 2**). Both the 1950 and 1980 Sanborn Maps show the Subject Property at 1426 Delaware Street with the same footprint as present (**Figures 3** and **4**). The records from BAHA also contained a photograph of the subject property from approximately 1957 (**Figure 5**).

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
November 11, 2009	Seismic improvements	City of Berkeley Permit #B2009-04402
June 15, 2012	Repairs to termite damage	City of Berkeley Permit #B2012-02366

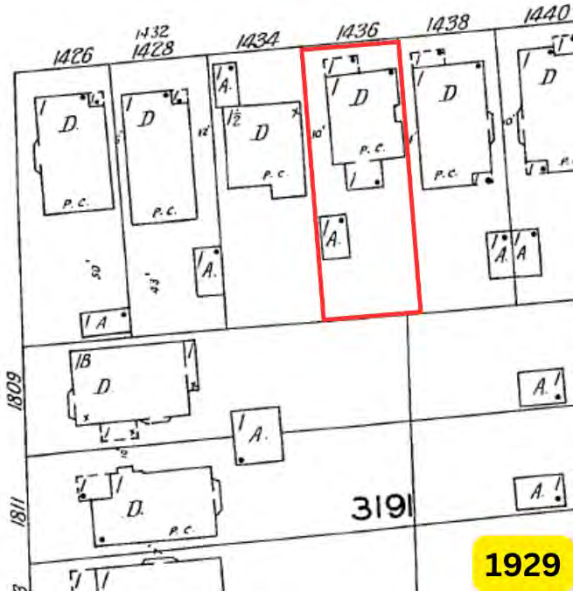

Figure 1. Subject Property at 1436 Delaware Street, as depicted on the 1929 Sanborn Fire insurance map (red).
Source: Sanborn Maps via Los Angeles Public Library

[5] City of Berkeley Building Permit #13435.

Figure 2. Subject Property at 1436 Delaware Street, as depicted on an aerial photograph from 1939 (red).
Source: USDA via EDR

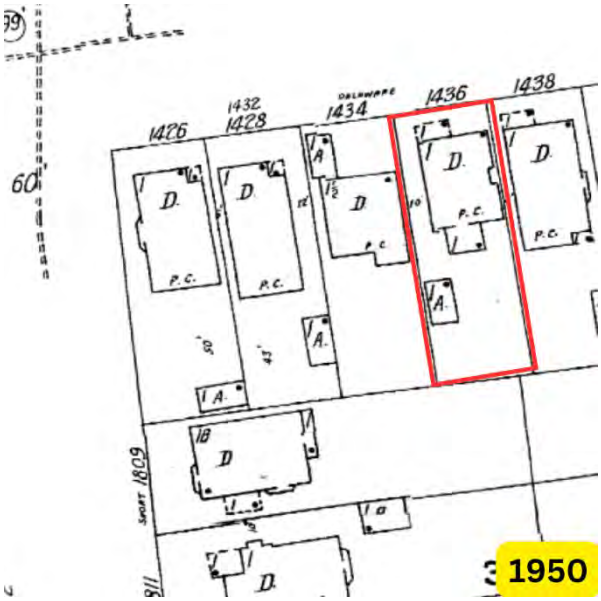

Figure 3. Subject Property at 1436 Delaware Street, as depicted on the 1950 Sanborn Fire insurance map (red).
Source: Sanborn Maps via Los Angeles Public Library

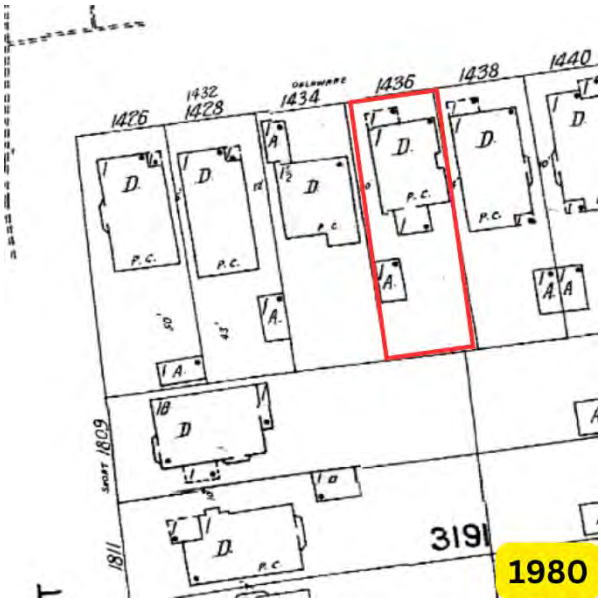

Figure 4. Subject Property at 1436 Delaware Street, as depicted on the 1980 Sanborn Fire insurance map (red).
Source: Sanborn Maps via EDR

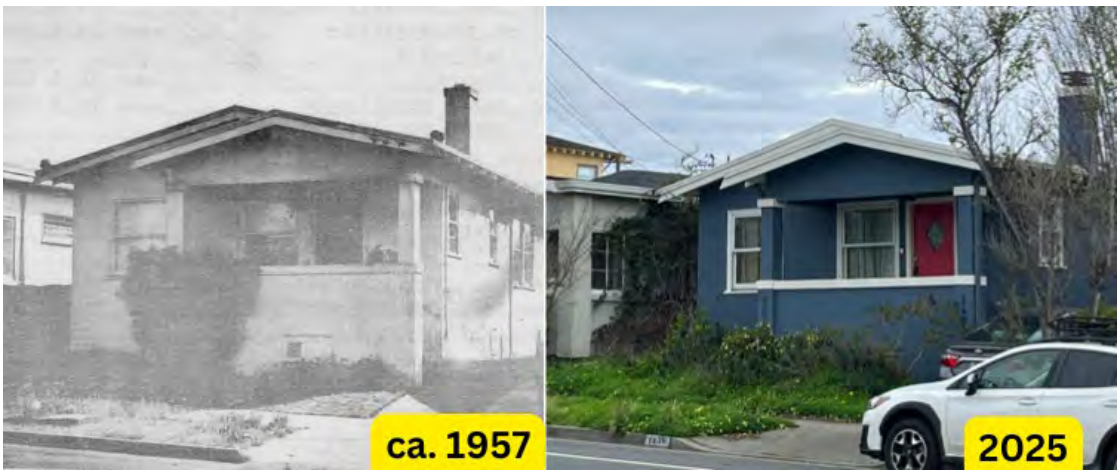

Figure 5. Comparison of photographs of 1436 Delaware Street, ca. 1957 (left) and 2025 (right).
Source: BAHA, ESA

Ownership and Occupancy

A list of known owners and occupants of the subject property at 1436 Delaware 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 1920s. Research did not uncover any significant history associated with any residents or owners 1436 Delaware Street.

Table 2: Ownership and Occupancy History, 1436 Delaware Street

Date	Owner / Occupant / Use	Source(s)
1925-1927	James B. Gillard	*Oakland Tribune*[6], *Oakland Post Enquirer*[7]
1943	R.N. Conner	R.L. Polk & Co.
1943-1947	Frank J. Abena and wife	*Oakland Post Enquirer*[8][9]
1952	Clifford Wallace Brown and Elizabeth C. Brown	*Berkeley Gazette*[10]
1955	H.B. and Patricia L. Hineline	The Pacific Telephone & Telegraph Co.
1962	Paul Loach and wife	Pacific Telephone, *Berkeley Gazette*[11]
1975	William Mooser	Pacific Telephone
2005-2010	Dennis Lee	Cole Information
2020	Raphael Rosen Jeanette Wickelgren	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.[12] They are: location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 1436 Delaware Street is evaluated below for potential historic significance according to National Register Criteria A through D.

[6] "Martinez [sic] Licenses," *Oakland Tribune*, June 24, 1925.
[7] "Vital Statistics," *Oakland Post Enquirer*, February 8, 1927.
[8] "Greater Oakland Vital Statistics," *Oakland Post Enquirer*, November 24, 1943.
[9] "Vital Statistics," *Oakland Post Enquirer*, July 14, 1947.
[10] "Deaths," *Berkeley Gazette*, September 19, 1952.
[11] "Spouse, Mouse," *Berkeley Gazette,* September 26, 1962.
[12] 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

Criterion A – Event

Preliminary research did not identify any significant associations between the single family residence at 1436 Delaware Street and important events in history. The subject property at 1436 Delaware Street was constructed in 1923, decades after the initial residential character was set for North Berkeley. Review of archival data does not indicate that 1436 Delaware Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1436 Delaware 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 1436 Delaware 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, 1436 Delaware Street does not appear to possess significance under Criterion B.

Criterion C – Architecture

The subject property at 1436 Delaware Street has functioned as a single-family since its construction in 1923, which is a common property type in Berkeley and nearby cities throughout the 20th century. A review of property records and historic photographs confirms that the subject property largely retains its original massing, footprint, and some character defining features of its Craftsman architectural style such as a gabled roof with overhanging eaves, exposed rafter tails, stucco cladding, and a partial-width porch.[13]

The property was designed in the Craftsman style, a common and ubiquitous style of early 20th century residential architecture, 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. Craftsman single-family residences were common features of residential improvements within the City of Berkeley and nearby cities throughout the 20th 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, the subject property does not appear to represent the work of a master. For these reasons, 1436 Delaware 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 1436 Delaware 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 1436 Delaware 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 1436 Delaware Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

[13] Virginia Savage McAlester, *A Field Guide to American Houses (Revised): The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (Knopf, 2015), 567-568.

***Recorded by:** A. Hrycyk, Environmental Science Associates ***Date:** March 2025 ☒ Continuation ☐ Update

Summary

Based on a site survey, archival research, and the analysis presented above, the building at 1436 Delaware Street is recommended ineligible for listing under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1436 Delaware 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. "Deaths." September 19, 1952.

————. "Spouse, Mouse." September 26, 1962.

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

Gebhard, David. "The Myth and Power of Place," in Canizaro, Vincent. ed., *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition*. Princeton Architectural Press, 2008.

Oakland Post Enquirer. "Greater Oakland Vital Statistics." November 24, 1943.

————. "Vital Statistics. February 8, 1927.

————. "Vital Statistics." July 14, 1947.

Oakland Tribune. "Martinez [sic] Licenses." June 24, 1925.

ParcelQuest. Alameda County assessor records for 1436 Delaware Street. Accessed March 3, 2025

Property File for 1436 Delaware Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1909. Sheet 33. EDR Inquiry #7506483.3.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1929. Sheet 33. EDR Inquiry #7506483.3.

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.

Savage McAlester, Virginia. *A Field Guide to American Houses (Revised): The Definitive Guide to Identifying and Understanding America's Domestic Architecture.* Knopf, 2015.

USDA Aerial Photograph, August 3, 1939. 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

 ***Resource Name or #:** 1434 Delaware Street

P1. Other Identifier:

***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 1434 Delaware Street City Berkeley Zip 94702

d. UTM: Zone 10S, 563052.77 mE / 4191940.28 mN; NAD 83

e. Other Locational Data: APN: 058-2151-14

***P3a. Description:** The property at 1434 Delaware Street is occupied by a one-and-a-half-story, 850-square foot single-family residence which features rectangular massing, a front-gabled roof with overhanging eaves and triangular knee braces, and an attached garage on the primary (north) façade. The house is clad in shingles and the gable features half-timbered detailing. Fenestration consists of a tripartite fixed window and a contemporary double-hung window, along with a smaller double-hung window in the gable, all with wood trim. The primary entrance is via a recessed, central vestibule on the primary façade which features a single-lite wood panel door accessed via a set of wood stairs. The single-story, one-car garage projects from this façade and features vinyl siding and a tilt-up garage door with wood trim. The secondary (east and west) and rear (south) elevations are not clearly visible from the public right-of-way.

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

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

P5b. Description of Photo: Primary façade of subject property at 1434 Delaware Street, view to south (ESA, 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric
☐ Both
1909 (Source: Alameda County Assessor)

***P7. Owner and Address:**
Brian R. Knab & Lindsey Mikash
1434 Delaware Street
Berkeley, CA 94702

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 EBALDC Affordable Housing Project Cultural Resources Survey Report*. Prepared for East Bay Asian Local Development Corporation. 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 #** 1434 Delaware Street ***NRHP Status Code** 6Z

B1. Historic Name: 1434 Delaware Street
B2. Common Name:
B3. Original Use: Single family residence B4. Present Use: Single family residence
***B5. Architectural Style:** Craftsman
***B6. Construction History:** (Construction date, alterations, and date of alterations)
The building at 1434 Delaware Street was constructed in 1909, according to records from the Alameda County Assessor and Building Permits obtained from the City of Berkeley Office of Building and Safety. 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 20th 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 1434 Delaware Street does not possess significance under and 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), not are there are historically significant individuals who are associated with the building during their productive lives (Criterion B). It is a common and altered example of a single-family residence designed in the Craftsman architectural style that does not rise to the level necessary for inclusion in the National Register. Its common construction methods are unlikely to yield new or important information (Criterion D). The building located at 1434 Delaware 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 11.

B13. Remarks: None

***B14. Evaluator:** Antonette Hrycyk, M.S
Environmental Science Associates
***Date of Evaluation:** March 2025

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

North Berkeley Area

The subject property at 1434 Delaware Street is located west of the intersection of Delaware Street and Sacramento Street. Sacramento Street functions as the north-south border between North and Northwest Berkley, 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

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.[1]

Craftsman Style (1905-1930)

[1] 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.

The Subject Property is a single-family residence designed in the Craftsman style. Craftsman, as an architectural style, was derived from the Arts and Crafts Movement which originated in England during the second half of the nineteenth century as a reaction to nineteenth century industrial culture. The Arts and Crafts Movement called for a return to honesty and utility in design, handcrafted construction, and the use of natural materials. Advocates of the movement in England, including William Morris, argued that relying on handcrafted construction allowed each creation to be an individual work rather than a standardized industrial product. In the United States, the Arts and Crafts Movement included architecture, furniture, and decorative arts.

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- Square or rectangular shaped cottages
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- Use of natural materials such as stone
- Emphasis on handcraftsmanship
- Integration into the landscape and incorporation of the local climate
- Broad horizontality with multilevel deep projecting eaves
- Low-pitched hipped or gabled roofs
- Exposed roof beams and rafter tails, decorative brackets, or knee braces
- Prominent entry porches and sleeping porches
- Full or partial-width porches with battered or square porch posts and/or masonry piers
- Rectangular windows, usually sash over sash; simple wood-frame surrounds
- Bungalow type dwellings may also contain elements of the Spanish, Stick, Tudor, Colonial Revival, or Japanese styles

Subject Property

[2] Virginia Savage McAlester, *A Field Guide to American Houses (Revised): The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (Knopf, 2015), 567-568.
[3] David Gebhard, "The Myth and Power of Place," in Canizaro, Vincent. ed., Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition (Princeton Architectural Press, 2007).
[4] Virginia Savage McAlester, *A Field Guide to American Houses (Revised): The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (Knopf, 2015), 567-568.

***Recorded by:** A. Hrycyk, Environmental Science Associates ***Date:** March 2025 ☒ Continuation ☐ Update

Property and Building History

Information obtained from the Alameda County Assessor's Office indicates the subject property was originally constructed in 1909. In spite of this date, the parcel is depicted as unimproved on a 1909 Sanborn Fire Insurance map (**Figure 1**). Instead, the Subject Property is first depicted on the 1929 Sanborn Map, with an attached garage on the north facade (**Figure 2**). An aerial photograph from 1938 also shows the Subject Property (**Figure 3**). Both the 1950 and 1980 Sanborn Maps show the Subject Property at 1434 Delaware Street with the same footprint as present (**Figure 4**).

A Fictious Business Name Statement was published on in April of 1982 indicating that Cynthia D. Brown, resident of the Subject Property, was conducting business as Brown Bag Co., also located at the Subject Property.[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 construction of an attached garage on the primary façade in 1919 and the replacement of the original windows on the primary façade's first floor with contemporary vinyl windows. A summary of alterations is presented in **Table 1**.

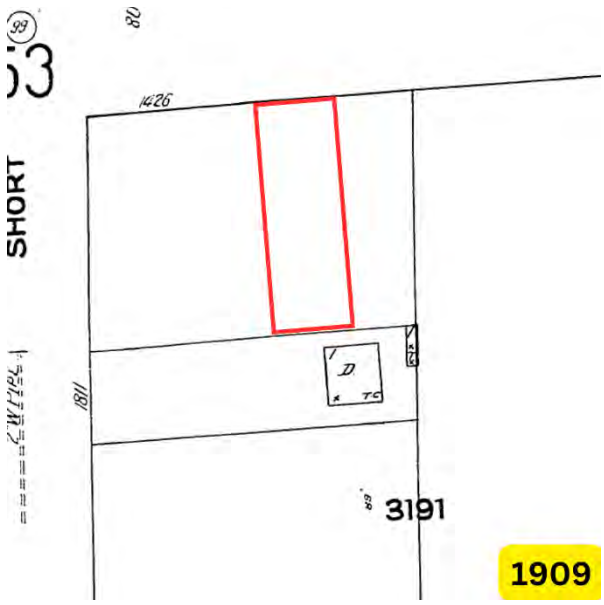

Figure 1. Subject Property at 1434 Delaware Street, as depicted on the 1909 Sanborn Fire insurance map (red).
Source: Sanborn Maps via Los Angeles Public Library

[5] "Legal Notice G-78954", *Berkeley Gazette*, April 14, 1982.

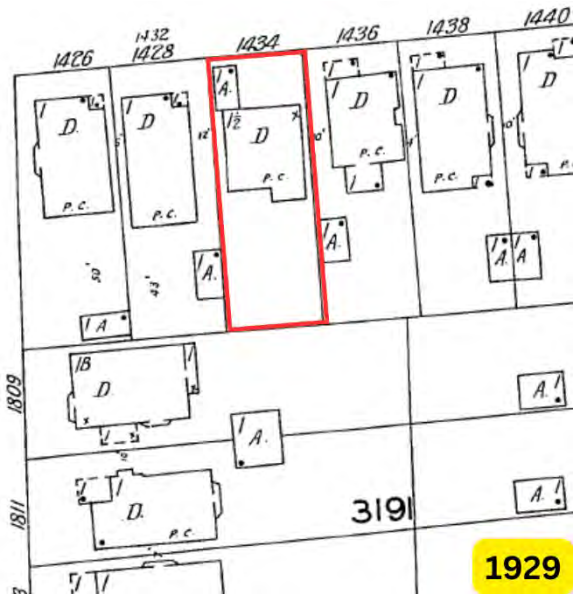

Figure 2. Subject Property at 1434 Delaware Street, as depicted on the 1929 Sanborn Fire insurance map (red).
Source: Sanborn Maps via Los Angeles Public Library

Figure 3. Subject Property at 1434 Delaware Street, as depicted on an aerial photograph from 1939 (red).
Source: USDA via EDR

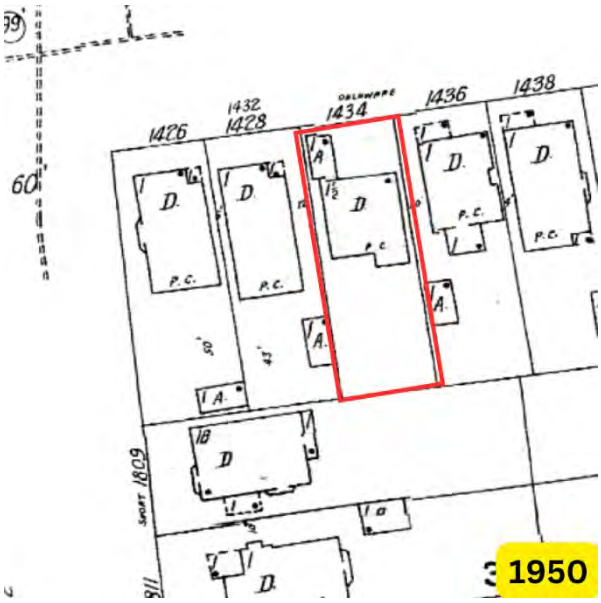

Figure 4. Subject Property at 1434 Delaware Street, as depicted on the 1950 Sanborn Fire insurance map (red).
Source: Sanborn Maps via Los Angeles Public Library

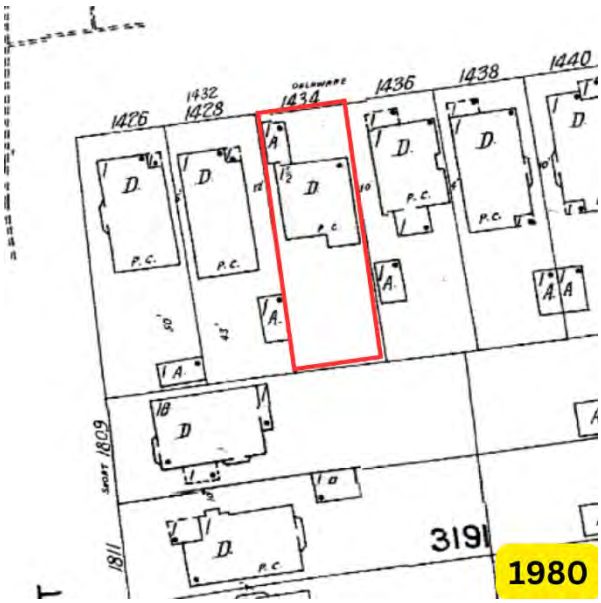

Figure 5. Subject Property at 1434 Delaware Street, as depicted on the 1980 Sanborn Fire insurance map (red).
Source: Sanborn Maps via EDR

Table 1: Property and Building History

Date	Construction/Alteration	Source(s)
January 1919	Construct a 9'x17' garage	City of Berkeley Building Permit #7391
October 1927	Garage to be attached to house	City of Berkeley Building Permit #28929

July 1936	Personal [unreadable] reframe with 2"x4"x4"	City of Berkeley Building Permit #40930
March 1947	Permit for alterations	BAHA file
July 1958	Alterations for a cost of $550	*Berkeley Gazette*[6]
March 1967	Modernize kitchen, install two new windows	City of Berkeley Building Permit #42309
October 2019	Reroof	City of Berkeley Building Permit B2019-04475

Ownership and Occupancy

A list of known owners and occupants of the subject property at 1434 Delaware Street is detailed in **Table 2** below. A preliminary review of newspaper articles and available property ownership records indicates that the Subject Property had at least two long-term tenants: Alfred and Bertha C. Nicolas (1943-1975) and Robert A. and Cynthia D. Brown (1980-1992). Preliminary research indicates Alfred Nicolas had been an employee of the United States Postal Service, while Bertha Nicolas was highly involved with the Berkeley East Bay Humane Society, while no significant biographical information on other residents was uncovered.[7,8] Research did not uncover any significant history associated with any residents or owners of 1434 Delaware Street.

Table 2: Ownership and Occupancy History, 1434 Delaware Street

Date	Owner / Occupant / Use	Source(s)
1943-1975	Alfred Nicolas Bertha C. Nicolas	Pacific Telephone, R.L. Polk & Co, Cole Information, *Berkeley Gazette*[9]
1980-1992	Robert A. Brown Cynthia D. Brown Brown Bag	Pacific Telephone, Pacific Bell White Pages, Cole Information, *Berkeley Gazette*[10]
2000	Choodee Naparat	Cole Information
2006	Robert Brown	Haines Company, Inc.
2014-2020	Sara and Carl Dwight	Cole Information, 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

[6] "Busy Week in Local Building," *Berkeley Gazette*, July 17, 1957.
[7] "Obituary: William Luster," *Berkeley Gazette*, August 28, 1981.
[8] "Obituary: Alfred Nicolas," *Berkeley Gazette*, December 4, 1973; "Obituary: Bertha C. Nicolas," *Berkeley Gazette*, June 12, 1976.
[9] "Names and Places," *Berkeley Gazette*, May 6, 1959.
[10] "Legal Notice G-78954", *Berkeley Gazette*, April 14, 1982.

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.[11] They are: location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 1434 Delaware 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 single-family residence at 1434 Delaware Street and important events in history. While the subject property at 1434 Delaware Street was constructed in 1909, during the period when the initial residential character was set for North Berkeley it does not appear to be associated with establishing that character in a meaningful or supportable way. Research suggests that the building reflects the trends rather than influenced them. Review of archival data does not indicate that 1434 Delaware Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1434 Delaware 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 1434 Delaware 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, 1434 Delaware Street does not appear to possess significance under Criterion B.

Criterion C – Architecture

The subject property at 1434 Delaware Street has functioned as a single-family residence since its construction in 1909, which is a common property type in Berkeley and nearby cities throughout the 20th 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 an attached garage on the primary façade and the replacement of original windows on the primary façade's first floor. Despite these alterations, the subject property largely retains its original massing, footprint, and some character defining features of the Craftsman style such as shingle siding, wooden window surrounds, and a gabled roof with overhanging eaves and triangular knee braces.[12]

The property was designed in the Craftsman style, a common and ubiquitous style of early 20th century residential architecture, 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. Craftsman single-family residences were common features of residential improvements within the City of Berkeley and nearby cities throughout the 20th 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, 1434 Delaware Street does not appear to possess significance under Criterion C.

[11] 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
[12] Virginia Savage McAlester, *A Field Guide to American Houses (Revised): The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (Knopf, 2015), 567-568.

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 1434 Delaware 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 1434 Delaware 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 1434 Delaware 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 1434 Delaware Street is recommended ineligible for listing under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1434 Delaware 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. "Busy Week in Local Building." July 17, 1957.
————. "Legal Notice G-78954." April 14, 1982.
————. "Names and Places." May 6, 1959.
————. "Obituary: Alfred Nicolas." December 4, 1973.
————. "Obituary: Bertha C. Nicolas." June 12, 1976.
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
Gebhard, David. "The Myth and Power of Place," in *Canizaro, Vincent. ed., Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition*. Princeton Architectural Press, 2008.
Parcelquest. Alameda County assessor records for 1434 Delaware Street. Accessed March 3, 2025
Property File for 1434 Delaware Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.
Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1909. Sheet 33. EDR Inquiry #7506483.3.
Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1929. Sheet 33. EDR Inquiry #7506483.3.
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.
Savage McAlester, Virginia. *A Field Guide to American Houses (Revised): The Definitive Guide to Identifying and Understanding America's Domestic Architecture*. Knopf, 2015.
USDA Aerial Photograph, August 3, 1939. 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

 ***Resource Name or #:** 1428 Delaware Street

P1. Other Identifier:

***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 1428 Delaware Street City Berkeley Zip 94703

d. UTM: Zone 10S, 563041.93 mE / 4191938.16 mN; NAD 83

e. Other Locational Data: APN: 057-2076-02

***P3a. Description:** The property at 1428 Delaware Street is occupied by a two-story single-family residence which consists of two volumes clad in cement fiber shingles. The front (north) volume features a flat roof in the southeast corner, while the rear (south) volume features a hipped roof with a cross gable. The north façade of the north volume, which appears to be an addition, features a rounded, cantilevered overhang over a six-panel contemporary wood door, which serves as the main entrance. This entrance is accessed via a flight of concrete stairs which are part of a wooden retaining wall with rounded corners. Fenestration on the primary (north) elevation consists of vinyl sash, horizontal sliding windows on the first and second stories. The west and rear (south) facades are not visible from the public right of way.

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

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

P5b. Description of Photo: Primary (north) façade of subject property at 1428 Delaware Street, view to north (ESA, 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric
☐ Both
1925 (Source: City of Berkeley Building Permits)

***P7. Owner and Address:**
Varun Gupta
1428 Delaware Street
Berkeley CA 94702

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 EBALDC Affordable Housing Project Cultural Resources Survey Report*. Prepared for East Bay Asian Local Development Corporation. 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 #** 1428 Delaware Street ***NRHP Status Code** 6Z

B1. Historic Name: 1428 Delaware Street
B2. Common Name: 1428 Delaware Street
B3. Original Use: Single family residence B4. Present Use: Single family residence
***B5. Architectural Style:** Contemporary
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The building at 1428 Delaware Street was constructed in 1921, 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 20th 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 1428 Delaware Street does not possess significance under and 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), not are there are historically significant individuals who are associated with the building during their productive lives (Criterion B). It is a common and altered example of a single-family residence designed in the Contemporary architectural style that does not reflect the historical development of the neighborhood. Its common construction methods are unlikely to yield new or important information (Criterion D). The building located at 1428 Delaware Street 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 10.

B13. Remarks: None.

***B14. Evaluator:** Antonette Hrycyk, M.S
Environmental Science Associates
***Date of Evaluation:** March 2025

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

North Berkeley Area

The subject property at 1428 Delaware Street is located west of the intersection of Delaware Street and Sacramento Street. Sacramento Street functions as the north-south border between North and Northwest Berkley, 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

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.[1]

[1] 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.

Subject Property

Property and Building History

Records from the Berkeley Architectural Heritage Association (BAHA) indicate that the initial building permit for the Subject Property was filed by Emil Kurki in 1925. The permit was or a 1,164-square foot building, with a concrete foundation, plaster cladding, with one associated wood-frame garage for $2,000 with the builder listed as the owner, Emil Kruki. The Subject Property is first depicted on the 1929 Sanborn Map, with an associated garage along the southeast boundary of the parcel (**Figure 1**). An aerial photograph from 1938 also shows the Subject Property (**Figure 2**). Both the 1950 and 1980 Sanborn Maps show the Subject Property at 1426 Delaware Street with the same footprint as present (**Figure 3**).

The Subject Property is described as having five rooms, a breakfast nook, and "hardwood floors throughout" in a 1948 advertisement.[2] Later, in 1961, the Berkeley Board of Adjustments approved a request for Stanley Naparst to use the Subject Property as a "day-care [for] nine pre-school children."[3] In 1962, when Narpast was still the occupant of the Subject Property, the Subject Property was reported as hosting an intermediate Russian class which would be "'team-taught' by a native Russian working in conjunction with a moderating linguist."[4] The records from BAHA also contained a photograph of the subject property from approximately 1948 and a review of Google Street View shows the subject property in 2022 (**Figure 4**). In 2022, the front façade had been altered but the entire building was still 1-story in height.

According to property records on file with BAHA, historic aerial imagery, and ESA staff observations during an intensive pedestrian survey in March of 2025, there have been significant changes to the subject property, most notably the alteration of the entire primary (north) façade, including the cladding, window openings, and roofline, and the addition of a second floor. A photograph of the Subject Property obtained from BAHA indicates the original architectural style was Spanish Colonial Revival.[5] It is unknown at what date between 1948 and 2022 the first major primary façade alterations occurred, however photographs of the Subject Property reveal that a second story was added between 2022 and 2025, as shown below in **Figure 5**, which also shows a change from wood shingle cladding to cement shingle cladding.

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
1925	Construct 1,164-square foot wood-frame building with concrete foundation and plaster cladding with associated wood-frame garage	City of Berkeley Building Permits #21604 and #21605
ca. 1944-2022	Alter Spanish Colonial Revival bungalow single-family residence to a one-story contemporary single-family residence	BAHA Records, Google StreetView
September 7, 2011	Kitchen remodel, remove/replace non-load bearing walls, bathroom alterations, roof repairs	City of Berkeley Building Permit #B2011-03012
January 20, 2022	Addition of new story and ADU	City of Berkeley Building Permit #B2022-00248
November 15, 2022	Change exterior siding from wood shingles to cement shingles	City of Berkeley Building Permit #B2022-00247-DEF01
ca. 2022-2025	Add second story	Google StreetView, ESA Staff Observation

[2] "Call to Inspect," *Berkeley Gazette*, November 25, 1948.
[3] "Parking Lot Plan Approved," *Berkeley Gazette*, December 7, 1961.
[4] "Russian Course Being Offered," *Berkeley Gazette*, October 18, 1962.
[5] Property File for 1428 Delaware Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

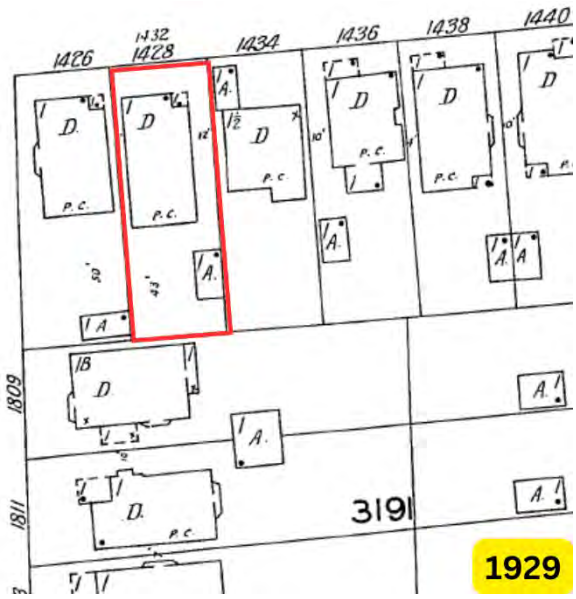

Figure 1. Subject Property at 1428 Delaware Street, as depicted on the 1929 Sanborn Fire insurance map (red).
Source: Sanborn Maps via Los Angeles Public Library

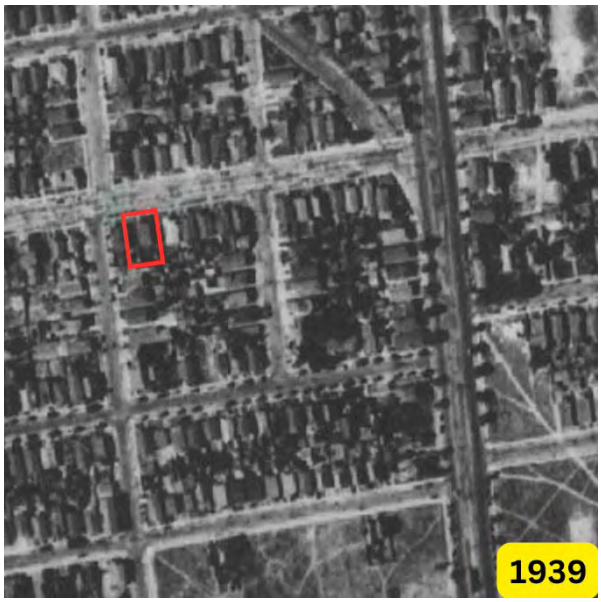

Figure 2. Subject Property at 1428 Delaware Street, as depicted on an aerial photograph from 1939 (red).
Source: USDA via EDR

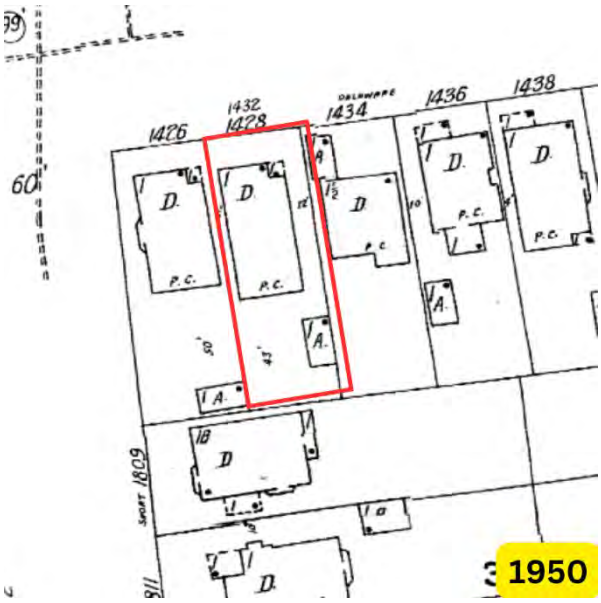

Figure 3. Subject Property at 1428 Delaware Street, as depicted on the 1950 Sanborn Fire insurance map (red).
Source: Sanborn Maps via Los Angeles Public Library

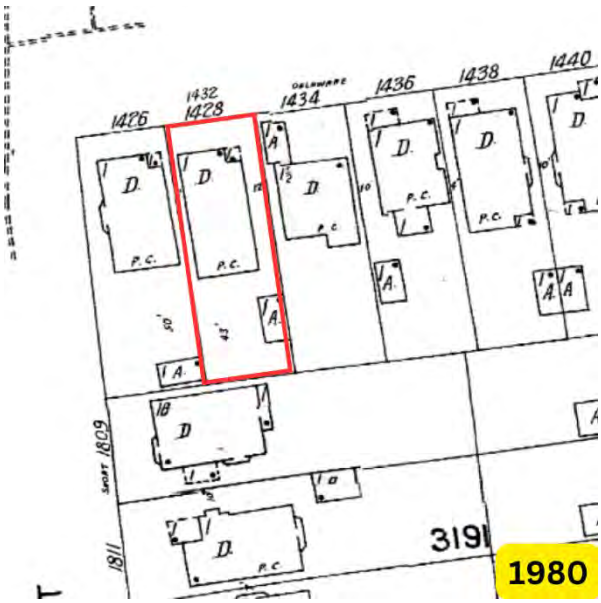

Figure 4. Subject Property at 1428 Delaware Street, as depicted on the 1980 Sanborn Fire insurance map (red).
Source: Sanborn Maps via EDR

Figure 5. Comparison of photographs of 1428 Delaware Street, ca. 1960 (top) and 2025 (below).
Source: BAHA, Google StreetView, ESA

Ownership and Occupancy

A list of known owners and occupants of the subject property at 1428 Delaware 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 occupied by a variety of individuals. Michael Estrada was a long-term occupant of the Subject Property (1986-1995), however no significant biographical information was uncovered during research. Research did not uncover any significant history associated with any residents or owners 1428 Delaware Street.

Table 2: Ownership and Occupancy History, 1428 Delaware Street

Date	Owner / Occupant / Use	Source(s)
1943	Richard and Constance Shelly	R.L. Polk & Co.
1947	Carl A. Hepp	R.L. Polk & Co.
1949	J.W. and Julia Fisher	R.L. Polk & Co.
1955-1956	Edmond L. and Aileen Davis	The Pacific Telephone & Telegraph Co., *Berkeley Gazette*[6]
1961-1962	Stanley Naparst	Pacific Telephone, *Berkeley Gazette*[7]
1971-1972	Recot Delores Cunningham	*Berkeley Gazette*[8] [9] [10]
1986-1995	Michael Estrada	Pacific Bell White Pages, Cole Information, Pacific Bell Directory
1980	George Lundy	Pacific Telephone
1986	Teis Lundegaard	Pacific Bell White Pages
2000	Rachel Schiff and Alex Klibaner	Cole Information, Pacific Bell
2005	Edward Harwitz	Cole Information
2010	Dmitry Urnov	Cole Information
2014	D. Palievsky	Cole Information
2020	Mateo and Amanda Nube	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:

[6] "B of A Lists New Cashier," *Berkeley Gazette*, April 18, 1956.
[7] "Parking Lot Plan Approved," *Berkeley Gazette*, December 7, 1961.
[8] "New Gazette Subscribers," *Berkeley Gazette*, April 14, 1971.
[9] "Private Orlando Asberry," *Berkeley Gazette*, April 28, 1971.
[10] "'Excellence' Lists Two Short," *Berkeley Gazette*, April 22, 1972.

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.[11] They are: location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 1428 Delaware Street is evaluated below for potential historic significance according to National Register Criteria A through D.

Criterion A – Event

Preliminary research did not identify any significant associations between the multiple family residence at 1428 Delaware Street and important events in history. The subject property at 1428 Delaware Street was constructed in 1925, at the end of the period when the initial residential character was set for North Berkeley. Review of archival data does not indicate that 1428 Delaware Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1428 Delaware 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 1428 Delaware 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, 1428 Delaware Street does not appear to possess significance under Criterion B.

Criterion C – Architecture

The subject property at 1428 Delaware Street has functioned as a single-family residence since its construction in 1925, which is a common property type in Berkeley and nearby cities throughout the 20th century. A review of property records and historic photographs confirms that the property was originally constructed in the Spanish Colonial Revival style, however significant alterations have been made since the subject property's initial construction, including the addition of a second floor and major alterations to the entire primary front façade. Spanish Colonial Revival was a common and ubiquitous style of early 20th century residential architecture, and the subject property retains no character defining features of the style, but rather has been altered to an interpretation of a Contemporary architectural style. The subject property is a single-family residence and is not a unique property type or design, nor 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, 1428 Delaware 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 1428 Delaware 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

[11] 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

construction and manufacturing methodologies of early-twentieth-century residential buildings are well documented. There is no evidence to suggest that 1428 Delaware 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 1428 Delaware 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 1428 Delaware Street is recommended ineligible for listing under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1428 Delaware 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. “B of A Lists New Cashier.” April 18, 1956.

————. “Call to Inspect.” November 25, 1948.

————. “’Excellence’ Lists Two Short.” April 22, 1972.

————. “New Gazette Subscribers.” April 14, 1971.

————. “Parking Lot Plan Approved.” December 7, 1961.

————. “Private Orlando Asberry.” April 28, 1971.

————. “Russian Course Being Offered.” October 18, 1962.

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

Gebhard, David. “The Myth and Power of Place,” in Canizaro, Vincent. ed., *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition*. Princeton Architectural Press, 2008.

ParcelQuest. Alameda County assessor records for 1428 Delaware Street. Accessed March 3, 2025

Property File for 1428 Delaware Street. On file at Berkeley Architectural Heritage Association. Berkeley, California.

Sanborn Fire Insurance Company. Insurance Maps of Berkeley, California. Volume 1, 1929. Sheet 33. EDR Inquiry #7506483.3.

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.

Savage McAlester, Virginia. *A Field Guide to American Houses (Revised): The Definitive Guide to Identifying and Understanding America’s Domestic Architecture.* Knopf, 2015.

USDA Aerial Photograph, August 3, 1939. 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

 ***Resource Name or #:** 1426 Delaware Street
P1. Other Identifier:
***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: 1426 Delaware Street City Berkeley Zip 94703
d. UTM: Zone 10S, 563032.45 mE / 4191935.45 mN; NAD 83
e. Other Locational Data: APN: 057-2076-04

***P3a. Description:** The property at 1426 Delaware Street is occupied by a one-story, 1,063-square foot single-family residence which features a rectangular footprint and a front-gabled roof with overhanging eaves and exposed rafter tails. The primary (north) facade faces Delaware Street and features an offset entrance with what appears to be an original wood panel door (**Figure 1**). The entrance is accessed via a set of concrete stairs that lead to a recessed entrance vestibule supported by one battered pier on the south. This façade also features an end-wall stucco-clad chimney with corbeled cap, offset to the east of the gable. Fenestration on this elevation consists of two six-over-one wood fixed windows which flank the chimney and appear to be original.

The secondary (west) façade faces onto Short Street and features a projecting gabled volume with overhanging eaves and exposed rafter tails. The northern portion of the façade features a tripartite window with a central fixed six-over-one window and two three-over-one double hung, wood frame windows. Within the projecting bay, fenestration includes a tripartite window assembly where a central fixed sash is flanked by two three-over-one double hung, wood frame windows. The southern portion of the façade features a small opening covered with vertical wood louvers and two pairs of three-over-one, wood frame, double hung windows. All windows appear to be original. The east and south elevations are not visible from the public right of way.

***P3b. Resource Attributes:** HP2: Single family property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: Secondary (west) as seen from Short Street, looking east (ESA, 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric
☐ Both
1921 (Source: Building Permits)

***P7. Owner and Address:**
Rhodes L. Bruns & Mary L. Hicks Trusts
1426 Delaware Street
Berkeley CA 94702

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 EBALDC Affordable Housing Project Cultural Resources Survey Report*. Prepared for East Bay Asian Local Development Corporation. 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 #** 1426 Delaware Street ***NRHP Status Code** 6Z

B1. Historic Name: 1426 Delaware Street
B2. Common Name: 1426 Delaware Street
B3. Original Use: Single family residence B4. Present Use: Single family residence
***B5. Architectural Style:** Craftsman
***B6. Construction History:** (Construction date, alterations, and date of alterations)
The Subject Property at 1426 Delaware Street was constructed in 1922, 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: E.A. Weymath
***B10. Significance: Theme** Early 20th century residential development **Area** North Berkeley
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

The subject property at 1426 Delaware Street does not possess significance under and 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 single-family residence designed in the Craftsman architectural style that does not rise to the level necessary for inclusion in the National Register. Its common construction methods are unlikely to yield new or important information (Criterion D). The building located at 1426 Delaware Street is recommended ineligible for listing in the National Register.

B11. Additional Resource Attributes: (List attributes and codes) N/A
***B12. References:** See continuation sheet.

B13. Remarks: None

***B14. Evaluator:** Antonette Hrycyk, M.S
Environmental Science Associates
***Date of Evaluation:** March 2025

***Recorded by:** A. Hrycyk, Environmental Science Associates ***Date:** March 2025 ☒ Continuation ☐ Update

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

Figure 1. Primary (north) façade of 1426 Delaware Street. The façade is largely obscured by a wood fence. (ESA, 2025)

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

North Berkeley Area

The subject property at 1426 Delaware Street is located southeast of the intersection of Delaware Street and Short Street, roughly one half-block west of Sacramento Street. Sacramento Street functions as the north-south border between North and Northwest Berkley, 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 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.[1]

Craftsman Style (1905-1930)

The Subject Property is a single-family residence designed in the Craftsman style. Craftsman, as an architectural style, was derived from the Arts and Crafts Movement which originated in England during the second half of the nineteenth century as a reaction to nineteenth century industrial culture. The Arts and Crafts Movement called for a return to honesty and utility in design, handcrafted construction, and the use of natural materials. Advocates of the movement in England, including William Morris, argued that relying on handcrafted construction allowed each creation to be an individual work rather than a standardized industrial product. In the United States, the Arts and Crafts Movement included architecture, furniture, and decorative arts.

The Craftsman style was adaptable across socioeconomic categories and included both large finely crafted homes for the affluent class, and small modestly built cottages or bungalows for the working class. In contrast to earlier styles, the bungalow was intended for the servant-less household and could be built by either an unskilled builder using plans from books or with kits fully cut and shipped from mail-order houses. The Craftsman style was publicized extensively in lifestyle magazines of the period, which led to a flourishing of pattern books, some of which offered prefabricated "kit" components for on-site assembly such as products by Sears Roebuck and Company and Pacific Ready-Cut Homes. In other examples, architects and master builders used the architectural vocabulary of the Craftsman style to create complex and highly detailed residential architecture.[2]

The Craftsman style has a generally recognized national period of significance of 1905 to 1930 during the time when this style was most common.[3] Craftsman single-family residences dating from 1905 to 1930 are associated with the architectural styles and culture of early 20th century residential architecture. They illustrate the broad influence of the Arts and Crafts Movement on the local architects, designers, and builders working in California during the first few decades of the 20th century. Furthermore, they represent the identity and values of the occupants, who found in this style and method of construction a means by which to satisfactorily accommodate themselves and their families economically, and to express their individuality by selecting from and combining a wide variety of plans, window treatments, door treatments, porches, and architectural features then available.

Common character defining features of the Craftsman style include[4]:

[1] 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.
[2] Virginia Savage McAlester, *A Field Guide to American Houses (Revised): The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (Knopf, 2015), 567-568.
[3] David Gebhard, "The Myth and Power of Place," in Canizaro, Vincent. ed., Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition (Princeton Architectural Press, 2007).
[4] Virginia Savage McAlester, *A Field Guide to American Houses (Revised): The Definitive Guide to Identifying and Understanding America's Domestic Architecture*

- Square or rectangular shaped cottages
- One to one-and-one half stories
- Wood frame structures typically clad with shingle or clapboard siding
- Use of natural materials such as stone
- Emphasis on handcraftsmanship
- Integration into the landscape and incorporation of the local climate
- Broad horizontality with multilevel deep projecting eaves
- Low-pitched hipped or gabled roofs
- Exposed roof beams and rafter tails, decorative brackets, or knee braces
- Prominent entry porches and sleeping porches
- Full or partial-width porches with battered or square porch posts and/or masonry piers
- Rectangular windows, usually sash over sash; simple wood-frame surrounds
- Bungalow type dwellings may also contain elements of the Spanish, Stick, Tudor, Colonial Revival, or Japanese styles

Subject Property

Property and Building History

Records from the Berkeley Architectural Heritage Association (BAHA) indicate that the initial building permit for the Subject Property was filed by Mrs. George L. Sackett on November 14, 1921. The permit was for a 1,080-square foot building, with a concrete foundation, plaster cladding, and brick chimneys for $4,000 with the builder listed as E.A. Weymath of Oakland, California.[5] A 1928 advertisement for the home described the Subject Property as a "pretty cement bungalow" in "fine condition."[6] The Subject Property is first depicted on the 1929 Sanborn Map, with an associated garage in the southeast corner of the parcel (**Figure 2**). An aerial photograph from 1938 also shows the Subject Property (**Figure 3**). Both the 1950 and 1980 Sanborn Maps show the Subject Property at 1426 Delaware Street with the same footprint as present (**Figure 4**). An article on building within the City of Berkeley from March,1961 reported that a permit was filed for "alterations and repairs" to the Subject Property.[7] Subsequent building permits filed with the City of Berkeley indicate seismic upgrades and a kitchen model were completed in 1993 with additional seismic alterations completed in 2001 and 2005. The subject property was reroofed in 2006 and the foundation was replaced in 2015.

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 1961	Alterations and repairs	Oakland Tribune
March 24, 1993	Removing existing bath and kitchen fixtures, remodel kitchen, new roofing	City of Berkeley Building Permit #B1993-03634
June 28, 1993	Seismic upgrades	City of Berkeley Building Permit #B1993-04912
January 30, 1996	Termite damage repair	City of Berkeley Building Permit #B1996-00339

(Knopf, 2015), 567-568.
[5] City of Berkeley Building Permit #10917
[6] "Going to L.A.," *Oakland Tribune*, April 29, 1928.
[7] "Construction Takes Giant Strides Here," *Berkeley Gazette*, March 24, 1961.

Date	Alternation / Change	Source
August 16, 1999	Install 3-ply roof system	City of Berkeley Building Permit #B1999-03723
August 27, 2001	Seismic alterations	City of Berkeley Building Permit #B2001-03458
November 29, 2005	Substructural strengthening word	City of Berkeley Building Permit #B2005-04989
October 19, 2006	Re-roof including standing seam metal	City of Berkeley Building Permit #B2006-04327
October 21, 2015	Foundation replacement for possible future 2nd story	City of Berkeley Building Permit #B2015-05133

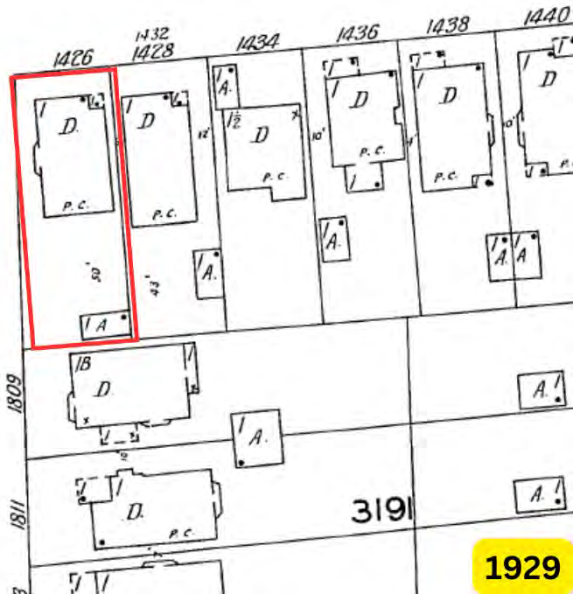

Figure 2. Subject Property at 1426 Delaware Street, as depicted on the 1929 Sanborn Fire insurance map (red).
Source: Sanborn Maps via Los Angeles Public Library

Figure 3. Subject Property at 1426 Delaware Street, as depicted on an aerial photograph from 1939 (red).
Source: USDA via EDR

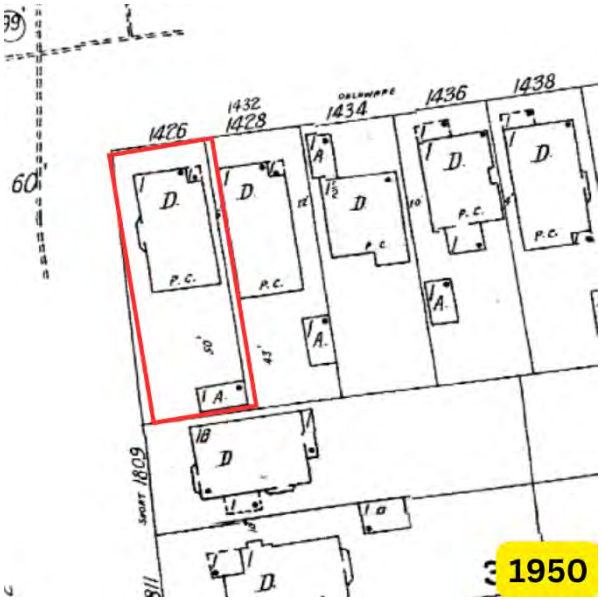

Figure 4. Subject Property at 1426 Delaware Street, as depicted on the 1950 Sanborn Fire insurance map (red).
Source: Sanborn Maps via Los Angeles Public Library

Ownership and Occupancy

A list of known owners and occupants of the subject property at 1426 Delaware Street is detailed in **Table 2** below. The occupant of the Subject Property from ca. 1945 to 1956, Louise Mooser, was the recipient of a small amount of local press during her years as a prisoner of war in China. Her obituary reported that "she made her last home with her daughter, Mrs. Georgia Andreone" at the Subject Property, where she passed away in 1956.[8] Other long-term tenants include the William Luster (1961-1981), Charles Gillum (1986-1992), Mary Hicks (2005-2010), and Rhodes and Rosemary Bruns (2014-2020).

[8] "Obituary: Louise Mooser," *Berkeley Gazette*, November 8, 1956.

Preliminary research indicates William Luster was a former employee of the City of Berkeley, while no significant biographical information on other residents was uncovered.[9] Research did not uncover any significant history associated with any residents or owners 1426 Delaware Street.

Table 2: Ownership and Occupancy History, 1426 Delaware Street

Date	Owner / Occupant / Use	Source(s)
1926	Thomas O. Mottram, Sr. and wife	*Oakland Post Enquirer*[10]
1941-1948	Clinton A. Queener Golden Rule Service	R.L. Polk & Co, The Pacific Telephone & Telegraph Co., *Oakland Tribune*[11]
1948	Audrey May Queener (nee Roggenbuck)	*Berkeley Gazette*[12]
1952	Mario Andreone	*Berkeley Gazette*[13]
1954	Victor M. Andreone	*Berkeley Gazette*[14]
1956	Louise Mooser	*Berkeley Gazette*[15]
1958	Annie May Brewery	*Berkeley Gazette*[16]
1961-1981	William Luster	Pacific Bell White Pages, Cole Information, Pacific Bell Directory, Pacific Telephone, *Berkeley Gazette*[17]
1986-1992	Charles Gillum	Pacific Bell White Pages, Cole Information, Pacific Bell Directory
2005-2010	Mary Hicks	Cole Information, Haines Company, Inc.
2014-2020	Rhodes and Rosemary Bruns	Cole Information, EDR Digital Archives

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"

[9] "Obituary: William Luster," *Berkeley Gazette*, August 28, 1981.
[10] "Vital Statistics," *Oakland Post Enquirer*, April 18, 1925.
[11] "Notice of Sale," *Oakland Tribune*, August 7, 1941.
[12] "Vital Statistics," *Berkeley Gazette*, February 24, 1948.
[13] "Mario Andreone becomes the 1000th member of Berkeley's Warden Service (photo caption)," *Berkeley Gazette*, May 12, 1952.
[14] "Two Nabbed in Tray Theft," *Berkeley Gazette*, July 17, 1954.
[15] "Deaths," *Berkeley Gazette*, November 7, 1956.
[16] "Deaths," *Berkeley Gazette*, February 2, 1958.
[17] "Construction Takes Giant Strides Here," *Berkeley Gazette*, March 24, 1961.

present seven aspects of integrity that should be considered when evaluating buildings as historic resources.[18] They are: location, design, setting, materials, workmanship, feeling, and association.

Significance Evaluation

The subject property at 1426 Delaware 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 single-family residence at 1426 Delaware Street and important events in history. The subject property at 1426 Delaware Street was constructed in 1922, near the end of the period when the initial residential character was set for North Berkeley. Review of archival data does not indicate that 1426 Delaware Street was the site of a specific historical event or that it was significant in the residential history of the neighborhood. For these reasons, 1426 Delaware 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 1426 Delaware 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, 1426 Delaware Street does not appear to possess significance under Criterion B.

Criterion C – Architecture

The subject property at 1426 Delaware Street has functioned as a single-family residence since its construction in 1922, which is a common property type in Berkeley and nearby cities throughout the 20th century. The Subject Property largely retains its original massing and footprint and retains some character defining features of the Craftsman architectural style, such as overhanging eaves, exposed rafter tails, and original wood-frame windows. The Craftsman style was a common and ubiquitous style of early 20th century residential architecture. 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. Craftsman single-family residences were common features of residential improvements within the City of Berkeley and nearby cities throughout the 20th century and are not a unique property type or design, not does the subject property possess high artistic values. The original building permit lists the builder as E.A. Weymath, however research did not indicate that Weymath was not a notable builder or architect within the City of Berkeley or the larger San Francisco Bay area. Additionally, while the building's original architect and subsequent design professionals and/or craftsman are unknown, the subject property does not appear to represent the work of a master. For these reasons, 1426 Delaware 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 1426 Delaware 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 1426 Delaware 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 1426 Delaware Street is not recommended as eligible for listing under any criteria; therefore, a further assessment of integrity is not presented.

Summary

[18] 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

Based on a site survey, archival research, and the analysis presented above, the building at 1426 Delaware Street is recommended ineligible for listing under any National Register criteria, and an assessment of integrity is not applicable. Therefore, 1426 Delaware 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. "Construction Takes Giant Strides Here." March 24, 1961.

————. "Deaths." November 7, 1956.

————. "Deaths." February 2, 1958.

————. "Mario Andreone becomes the 1000th member of Berkeley's Warden Service (photo caption)." May 12, 1952.

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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

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ParcelQuest. Alameda County assessor records for 1426 Delaware Street. Accessed March 3, 2025

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USDA Aerial Photograph, August 3, 1939. EDR Inquiry #7506493.11.