HISTORIC PROPERTY SURVEY REPORT

California Department of Transportation

1. UNDERTAKING DESCRIPTION AND LOCATION

District	County	Route	Kilo Post(s)	(Post Mile(s)	Charge Unit	Expenditure Authorization
4	ALA	I-880	43.6/45.5	27.4/28.0	248	165421

Caltrans proposes to achieve a seismic retrofit by replacement of the High Street Overhead (Bridge #33-40 R/L) on Interstate 880 (I-880) in Oakland, Alameda County, California, to ensure its continued seismic safety. The I-880/High Street Interchange is more than fifty years old (built 1950, widened 1963) and does not meet current seismic standards for transportation facilities. The existing High Street Overhead consists of two parallel bridges (Right and Left) that span a Union Pacific Railroad (UPRR) drill track, High Street, and the State Route 77 (42nd Avenue) Interchange. Each bridge structure has 32 spans, with total lengths of 531 meters (1,744 feet) for the Right bridge and 528 meters (1,732 feet) for the Left bridge. Each carries four lanes of traffic.

The project consists of replacing the existing I-880 mainline structures with new, wide structures to meet current seismic design standards and reconfiguring the State Route 77 Interchange with at-grade intersections. No additional traffic capacity would be added. Frontage roads would be reconstructed as required to accommodate the replacement structures. Federal funding will be used in this undertaking.

2. AREA OF POTENTIAL EFFECTS

The Archaeological and Architectural Areas of Potential Effects (APEs) for the project were originally established in consultation with the Federal Highway Administration (FHWA) in April 1998. The Archaeological APE was subsequently reduced to reflect a smaller project in November 1999 in consultation with the FHWA. The maximum extent of the APE used for architectural studies covers an area along I-880 from 50th Avenue on the southeast to 34th Avenue on the northwest. The APE corridor width varies and encompasses areas of proposed effects from I-880 mainline structures, intersections, and frontage roads. The Project Vicinity Map (Map 1), Project Location Map (Map 2), Archeological APE Map (Map 3), and Architectural APE Maps (Maps 4 and 5) are included in Appendix A. The individual APEs are described in more detail below.

The Archaeological APE is defined as the area that would be disturbed by project activities (i.e., the project "footprint"). On the southwest side of the I-880 corridor, the Archaeological APE extends from just south of 46th Avenue along Oakport Street. It then makes several turns west, north, and east, where it picks up at Jensen Street until turning northeast on the west side of High Street, continuing to the intersection of High Street and Alameda Avenue. The Archaeological APE crosses Alameda Avenue, extending northward and incorporating a portion of the K-Mart parking lot. It then follows the frontage road, East 8th Street, on the southwest side of the I-880 corridor. On the northeast side of the I-880 corridor, the Archaeological APE extends to the UPRR drill track between 37th Avenue and State Route 77. Moving southward, the Archaeological APE follows the right-of-way for the freeway exit ramp, incorporates the first line of properties along Coliseum Way to just past 46th Street.

The Architectural APE was set at two properties beyond the largest proposed alternative right-of-way to allow for all potential project changes. On the southeast side of the I-880 corridor, the Architectural APE extends along 50th Avenue, turning north to follow along the northeast side of the UPRR tracks. The Architectural APE turns northeast on the north side of High Street and then northwest on the west side of Wattling Street. At the intersection with 37th Avenue, it again picks up the UPRR tracks, continuing on the northeast side until turning southwest on the south side of 35th Avenue. On the northwest side of the I-880 corridor, the Architectural APE extends southwest to encompass the first row of properties, then turns south to 37th Avenue. Following the north side of 37th Avenue, the Architectural APE encompasses the K-Mart property and structure, turning southeast on Alameda Avenue to intersect Howard Street on the south side of High Street. The Architectural APE continues on the west side of Howard Street, turning east on Lesser Street, then turning southeast at the intersection of Lesser and I-880 and ending at 50th Avenue.

3. PUBLIC PARTICIPATION

___ Local Historical Society / Historic Preservation Group

_X_ Local Government Preservation Office / Planning Department – Attachment H

_X_ Native American Group(s) – Attachment B

Muwekma Indian Tribe – letter sent October 20, 1997
Indian Canyon Mutsun Band of Costanoan – letter sent October 20, 1997
Amah Tribal Band – letter sent October 20, 1997
Ohlone Indian Tribe – letter sent October 20, 1997
Seven Identified Native American Contacts – letters sent October 20, 1997

___ Public Information Meetings

_X_ Native American Heritage Commission – Attachment E

_X_ Other: State Historic Preservation Officer – Attachment E

No comments received other than a list of Native American Contacts from Native American Heritage Commission.

4. PROPERTIES IDENTIFIED

Properties previously listed or determined eligible or ineligible:

Five bridges in the Architectural APE were previously determined ineligible for the National Register (see HASR provided as Attachment C). Those structures were reevaluated for purposes of this HPSR because they are now over 50 years old. Meg Scantlebury, who meets the Secretary of the Interior's Professional Qualifications Standards as an architectural historian, found that they still appear ineligible. These ineligible bridges are listed below:

Bridge #	Name	Date of Determination
33-0040L, 33-0040R	High Street Separation and Overhead	1986
33-0146S	Route 880 Onramp Overcrossing	1986
33-0186W	Sather Underpass Pumping Plant	1986
33-0187Y	Clorox Overcrossing	1986

Properties which appear ineligible or eligible:

The following properties appear ineligible (see Krase 1998 [Attachment C]):

3421 East 8th Street
3427 East 8th Street
3431 East 8th Street
3503 East 8th Street
3511 East 8th Street
3515 East 8th Street
3615 East 8th Street
3640 East 9th Street
846 35th Avenue
854 35th Avenue
740 36th Avenue
748 36th Avenue
706 36th Avenue
707 36th Avenue
713 36th Avenue
722 36th Avenue
726 36th Avenue
730 36th Avenue
740 36th Avenue
745 36th Avenue
748 36th Avenue
834-838 36th Avenue
837 36th Avenue
840-844 36th Avenue
745 37th Avenue
850 42nd Street
711-731 46th Avenue
763 46th Avenue
717-733 50th Avenue
741-745 50th Avenue
4352-4356 Coliseum Way
4416 Coliseum Way
4430 Coliseum Way & 717 45th Avenue
4600-4630 Coliseum Way
4731 Coliseum Way
500 High Street
574 High Street & 4309 Jensen Street
615 High Street
750-752 High Street
4417 Oakport Street
SPRR tracks (linear resource)

No architectural properties appear eligible within the Architectural APE. No archaeological properties have been definitely identified in the Archaeological APE; however five city lots are anticipated to contain eligible historic-era archaeological remains that could not be tested (see Properties Not Evaluated and Attachment F).

Properties Not Evaluated:

Thirty-four properties were exempted from evaluation per the Interim Post-1945 MOU Guidelines (Krase 1998 [Attachment C]). These exempt properties were reevaluated in 2002. Meg Scantlebury, who meets the Secretary of the Interior's Professional Qualifications Standards as an architectural historian, has reviewed the project's APE and confirmed that no other buildings appear to predate 1957 or appear to require further study, per Caltrans Interim Policy for the Treatment of Buildings Constructed in 1957 or Later (June 2001) [see Attachment G].

Five lots within the Archaeological APE are anticipated to contain eligible historic-era archaeological remains based on a study reported in Appendix E. Those remains are anticipated on lots formerly designated as 4327, 4331, 4411, 4425-4433, and 4501 Clement Street. Subsurface testing was not possible in those locations because they are presently situated under buildings and the current alignment of Oakport Street. An Archaeological Treatment Plan has been developed and is conveyed as Attachment I to address the evaluation and, in cases where eligible remains are found in direct impact areas, the treatment of those properties during phased construction of the project.

5. LIST OF ATTACHED DOCUMENTS

_A_ Project Vicinity, Location, and APE Maps

_B_ Project Vicinity, Location, and APE Maps

___ Historic Study Report (HSR)

_C_ Historic Architecture Survey Report (HASR) – Elizabeth Krase (October 1998)

_D_ Bridge Evaluations

___ Historic Resource Evaluation Report (HRER)

_E_ Archaeological Survey Report (ASR) -- Kelly Heidecker (February 1999)

___ Archaeological Excavation Report (CARIDAP, XPI, PII, PIII) --

_F_ Other (Specify): Supplemental ASR/HSR/XPhI by Jack McIlroy et al. (February 2002)

_G_ Memo updating Architectural Findings – Meg Scantlebury (April 29, 2002)

_H_ Consultation Memo to Oakland Landmarks Preservation Advisory Board (June 11, 1999)

_I_ Archaeological Treatment Plan (Koenig and McIlroy 2002)

6. FINDINGS

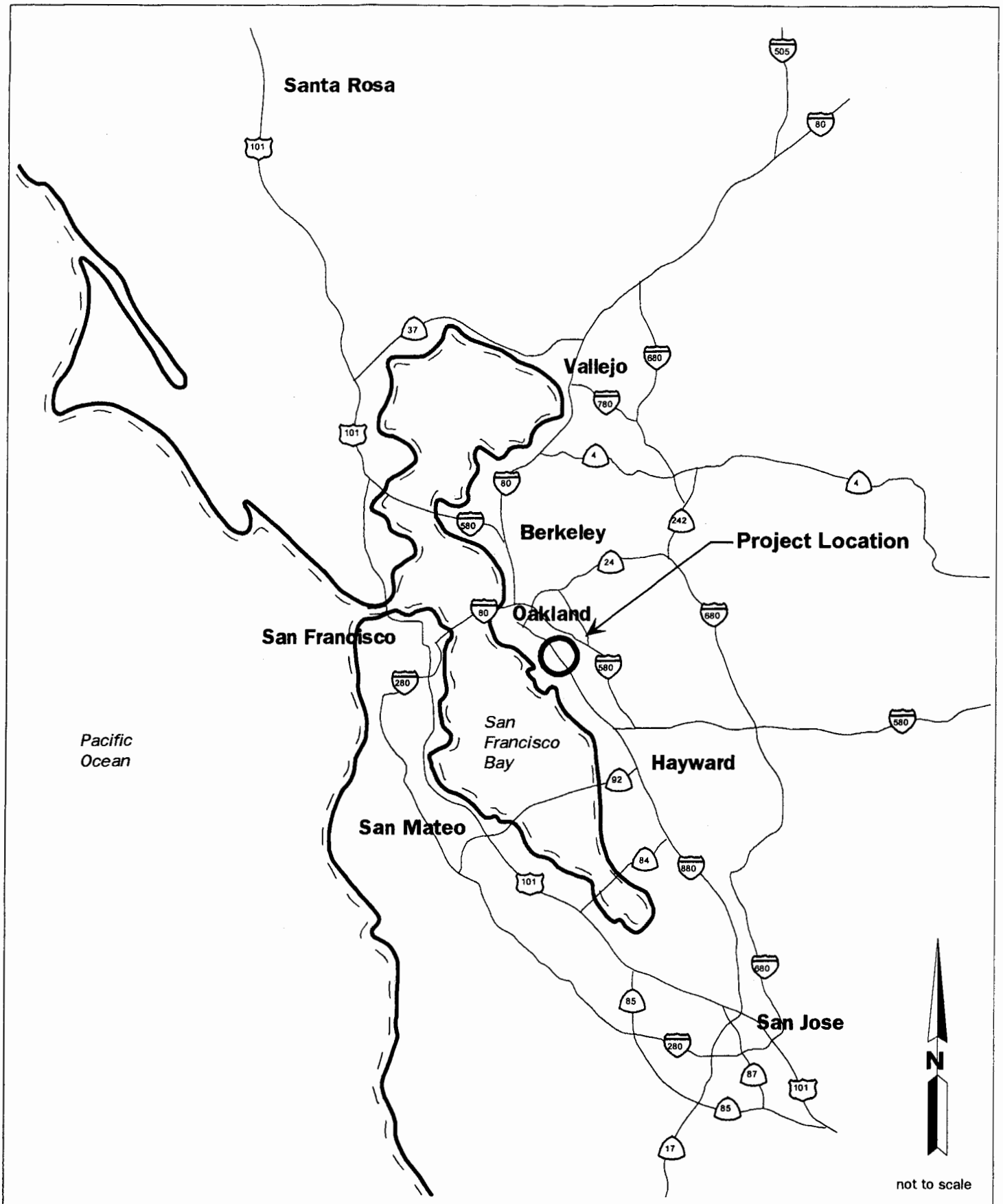
___ No historic properties have been identified within the APE of the proposed undertaking. Request the SHPO's concurrence that responsibilities pursuant to 36 CFR 800.4 (d) implementing Section 106 of the NHPA have been met.

_X_ Historic properties or potential historic properties have been identified within the APE of the proposed project.

_X_ Documentation appended. Request the SHPO's concurrence that responsibilities pursuant to 36 CFR 800.4(a)-(c) implementing Section 106 of the NHPA have been met. [5 potential historic archaeological properties will be discovered and treated in accordance with an Archaeological Treatment Plan submitted as Attachment I.

___ The undertaking will have no effect on historic properties as described below. Request the SHPO's concurrence that responsibilities pursuant to 36 CFR 800.4 (d)(1) implementing Section 106 of the NHPA have been met.

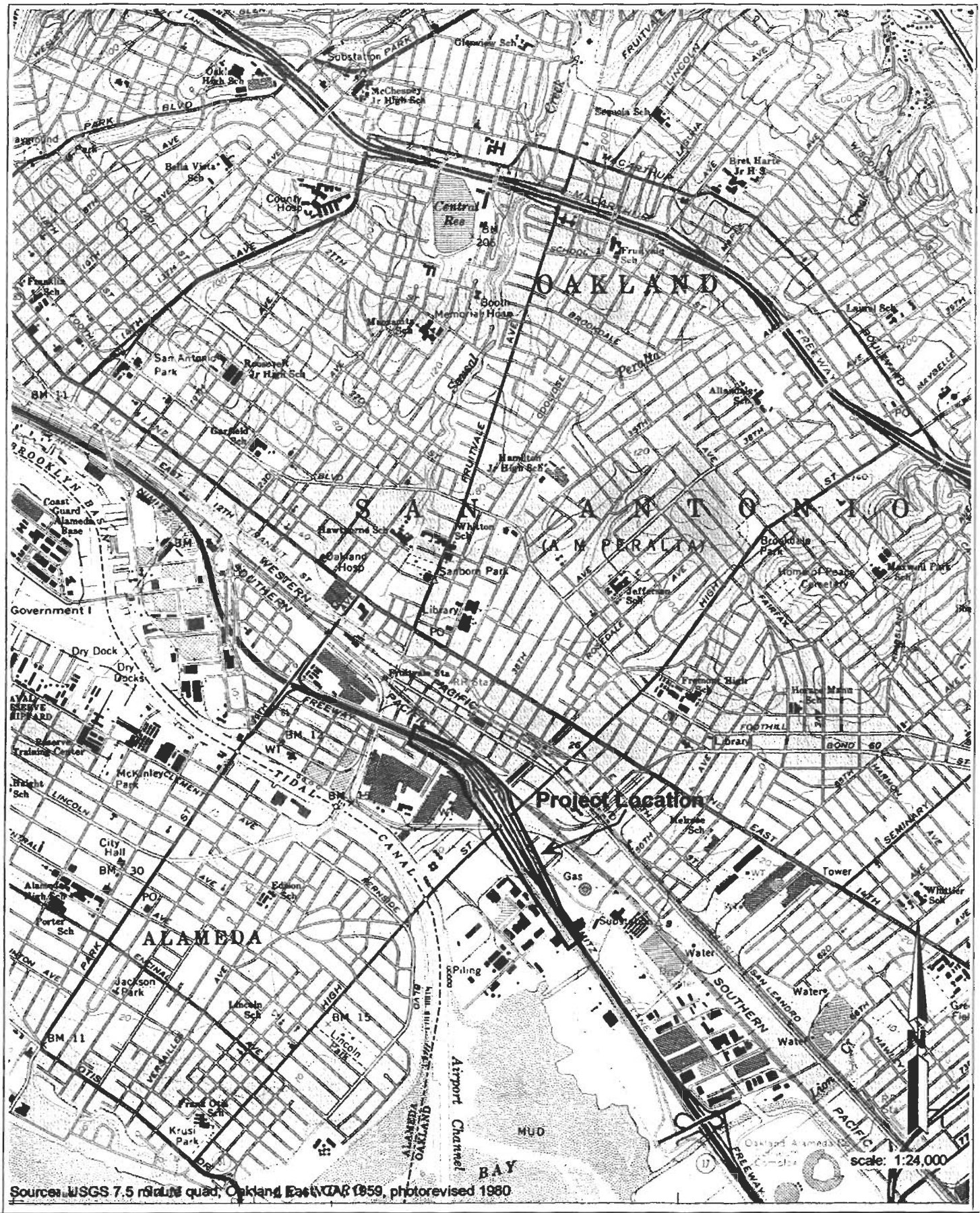
MAPS



ALA-880
KP 43.6/45.5 (PM 27.4/28.0)
EA 16540K
CU 04248

PROJECT VICINITY

PARSONS
HARLAND BARTHOLOMEW
& ASSOCIATES, INC.
Map A

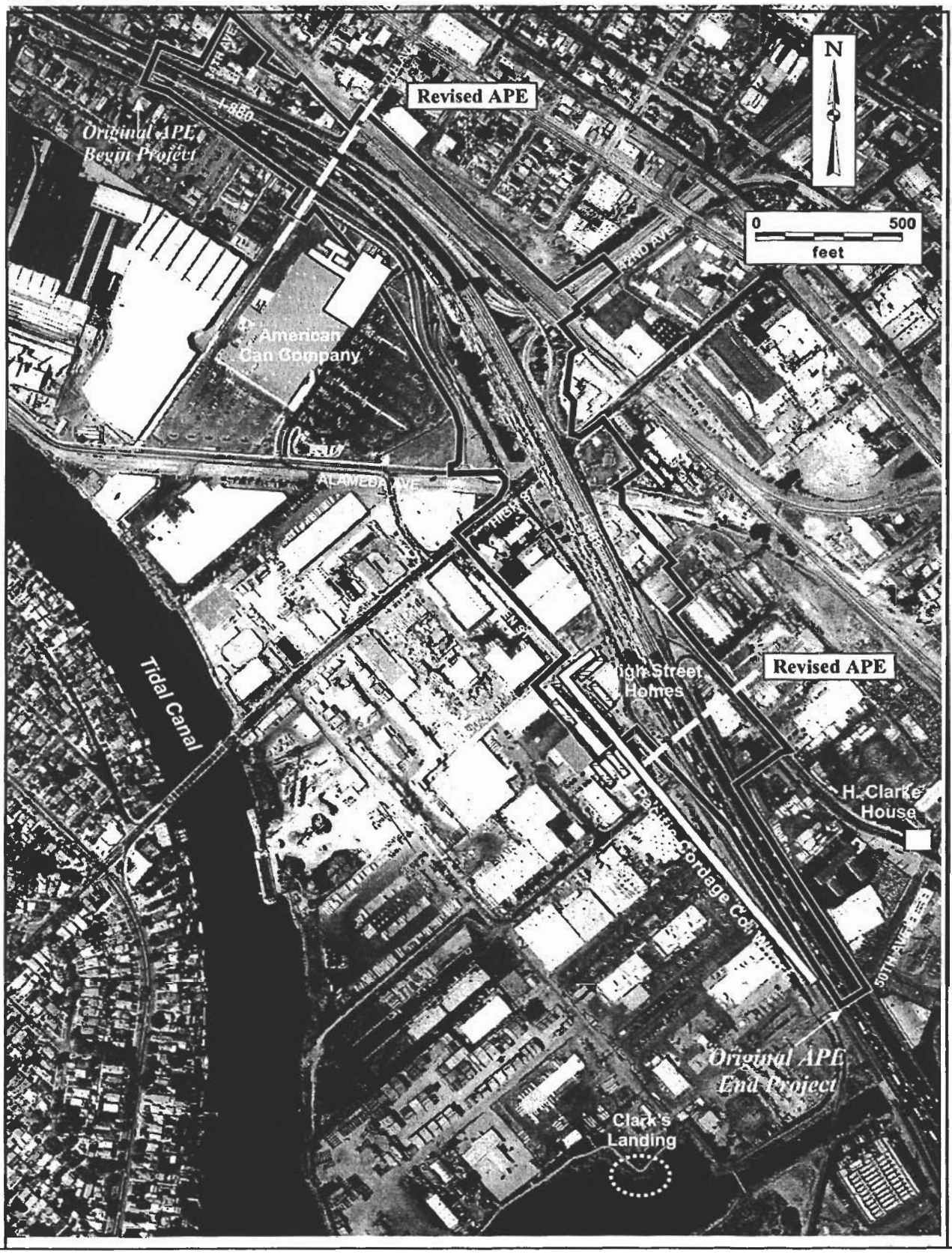


ALA-880
KP 43.6/45.5 (PM 27.4/28.0)
EA 16540K
CU 04248

PROJECT LOCATION

PARSONS
HARLAND BARTHOLDMEW
& ASSOCIATES, INC.

Map B



Map C: Archaeological Area of Potential Effects (revised after initial study by Heidecker (1999, Attachment E) to reflect diminished project footprint.

Scale 1" = 300'

Architectural APE

PROJECT LIMITS

Architectural APE

SUB-STATION

TANK

TANK HAS BEEN DEMOLISHED

TANKS

BUILDING HAS BEEN DEMOLISHED (NOW K-MART)

SPRR MAINLINE TRACKS (NOW UPRR)

BART

BART

See Map D2

See Map D1

HOWARD STREET

JENSEN STREET

OAKPORT STREET

COLISEUM WAY

WATTLING STREET

LESSER STREET

50TH AVENUE

45TH AVENUE

HIGH STREET

ALAMEDA AVENUE

Legend

21	Resource Number
- — -	Architectural APE Boundary
•••••	Local District Boundary (not National Register Eligible)

Architectural APE

ALA-880
KP 43.6/45.5 (PM 27.4/28.0)
EA 16540K
CU 04248

PARSONS HARLAND BARTHOLOMEW & ASSOCIATES, INC.

Map D_1

Source: E. Krase, HASR 1998 [Attachme

CORRESPONDENCE

PARSONS

Parsons Harland Bartholomew & Associates, Inc. • A Unit of Parsons Infrastructure & Technology Group Inc.
2233 Watt Avenue, Suite 330 • Sacramento, California 95825 • (916) 483-0481 • Fax: (916) 483-3364 • http://www.parsons.com

October 8, 1997

Cherilyn Widdell, Director
State Office of Historic Preservation
P.O. Box 942896
Sacramento, California 94296-0001

RE: Cultural Resources Investigation for the High Street Overhead Seismic Retrofit Project, in Oakland, Alameda County.

Dear Ms. Widdell:

Parsons Harland Bartholomew & Associates, Inc. (Parsons HBA) has contracted with Deleuw, Cather to perform a cultural resources investigation for the above-referenced project (see attached map). Parsons HBA will be conducting the cultural resources investigation in compliance with the National Historic Preservation Act (NHPA) of 1966 (16 USC 470f), as amended, and Section 106, the California Environmental Quality Act (CEQA) of 1970 and its regulating guidelines, and Caltrans guidelines. Parsons HBA will be reporting on the archaeological, historical, and Native American heritage resources within the project area. Project construction disturbance will occur within the roadways and their rights-of-way, the bridge, or on surrounding disturbed urban areas.

In bringing this proposed activity to your attention, Parsons HBA would appreciate any background information you can provide regarding prehistoric, historic, and ethnographic land use. We are also interested in contemporary Native American values that may be present within or near the project area.

Please contact me at my office if you have any comments or questions.

Sincerely,

Jody L. Brown
Senior Cultural Resources Specialist

JLB/jb

Enclosure: Map

PARSONS

Parsons Harland Bartholomew & Associates, Inc. • A Unit of Parsons Infrastructure & Technology Group Inc.
2233 Watt Avenue, Suite 330 • Sacramento, California 95825 • (916) 483-0481 • Fax: (916) 483-3364 • http://www.parsons.com

October 8, 1997

Debbie Tredway-Pilas
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

RE: Cultural Resources Investigation for the High Street Overhead Seismic Retrofit Project, in Oakland, Alameda County.

Dear Ms. Tredway-Pilas:

Parsons Harland Bartholomew & Associates, Inc. (Parsons HBA) has contracted with Deleuw, Cather to perform a cultural resources investigation for the above-referenced project (see attached map). Parsons HBA will be conducting the cultural resources investigation in compliance with the National Historic Preservation Act (NHPA) of 1966 (16 USC 470f), as amended, and Section 106, the California Environmental Quality Act (CEQA) of 1970 and its regulating guidelines, and Caltrans guidelines. Parsons HBA will be reporting on the archaeological, historical, and Native American heritage resources within the project area. Project construction disturbance will occur within the roadways and their rights-of-way, the bridge, or on surrounding disturbed urban areas.

In bringing this proposed activity to your attention, Parsons HBA would appreciate any background information you can provide regarding prehistoric, historic, and ethnographic land use. We are also interested in contemporary Native American values that may be present within or near the project area.

I look forward to hearing from you. Please call me at my office if you have any comments or questions.

Sincerely,

Jody L. Brown
Senior Cultural Resources Specialist

JLB/jb

Enclosure: Map

STATE OF CALIFORNIA PETE WILSON, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082

October 14, 1997

Jody Brown
Parsons Harland Bartholomew & Associates, Inc.
2233 Watt Ave., Suite 330
Sacramento, CA 95825

RE: High Street Overhead Seismic Retrofit Project
Alameda County

VIA FAX: (916) 483-3364

Dear Ms. Brown:

I recommend that you contact the Native Americans on the attached list for this project. They may be able to provide input concerning the project site and assist in the mitigation measures.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. It is with the understanding that the list is to be used only to determine possible areas of cultural sensitivity.

The Commission makes no recommendation or preference of a single individual, or group over another. I suggest that all of those indicated be contacted, if they cannot supply information, they may recommend others with specific knowledge.

This list should provide a starting place in locating areas of potential adverse impact within the proposed project area.

If you have any questions or need additional information, please contact me.

Sincerely,

Debbie Pilas-Treadway
Associate Governmental Program Analyst

NATIVE AMERICAN CONTACTS
Alameda County
October 14, 1997

Linda G. Yamane
1195 B Rousch Ave
Seaside, CA 93955
(408) 946-5345
(408) 394-5915
Ohlone/Costanoan

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayer, Chairperson
P.O. Box 28
Hollister, CA 95024-0
(408) 637-4238
Ohlone/Costanoan

Jenny Mousseaux (Mcleod)
P.O. Box 610546
San Jose, CA 95161
(408) 249-6049 Home
(408) 321-4853 Work
Ohlone/Costanoan
Chumash
Salinan

Muwekma Indian Tribe
Rosemary Cambra, Chairperson
226 Airport Parkway, Suite 630
San Jose, CA 95112
(408) 441-6473
(408) 441-1841 FAX
Ohlone/Costanoan

Jakki Kehl
5461 Beaver Lane
Byron, CA 94514
(510) 516-1670
Ohlone/Costanoan

The Ohlone Indian Tribe
Andrew Galvan
PO Box 3152
Mission San Jose, CA 94539
(510) 656-0777 Home
Ohlone/Costanoan

Kenneth Marquis
4659 Bolero Drive
San Jose, CA 95111
(408) 229-8262
Ohlone/Costanoan

Patrick Orozco
110 Dick Phelps Road
Watsonville, CA 95076
(408) 728-8471
Ohlone/Costanoan

Alex Ramirez
PO Box 7026
Chico, CA 95927
(415) 554-0992
Ohlone/Costanoan

Catherine Erolinda Perez
234 Luna Lane
Stockton, CA 95206
209 462-6548 home
209 941-1900 work
Ohlone/Costanoan
Northern Valley Yokut
Bay Miwok

Amah Tribal Band
Irene Zwierlein, Chairperson
789 Canada Road
Woodside, CA 94062
(415) 851-7747
Ohlone/Costanoan

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regards to the cultural assesment for the High Street Overhead Seismic Retrofit Project, Alameda County.

HASR

(Krase 1998)

HISTORIC ARCHITECTURE SURVEY REPORT

for the

HIGH STREET OVERHEAD SEISMIC RETROFIT PROJECT
IN THE CITY OF OAKLAND

ALA-880 KP 43.6/45.5 (PM 27.4/28.0)

EA 16540K

Prepared by *Date*

Elizabeth Krase 15 Oct 1998

Elizabeth Krase, Architectural Historian
Office of Environmental Planning, South

Approval recommended by *Date*

Jared D. Goldfine oct. 19 1998

Jared D. Goldfine, AICP, District Branch Chief
Office of Environmental Planning, South

Approved by *Date*

Robert Gross 10/19/98

Robert Gross, District Branch Chief
Office of Environmental Planning, South

March 1998; revised October 1998

California Department Of Transportation
Office of Environmental Planning, South
District 4, Oakland

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Appendix II
- Inventory Forms

Appendix III
- A. Address list of buildings evaluated in this survey
- B. Address list of buildings exempt from evaluation per MOU
- C. List of recognized historic properties in project vicinity

SUMMARY OF FINDINGS

This report documents the historic architecture survey conducted for the proposed seismic retrofit/replacement project of Interstate 880 in the City of Oakland, Alameda County (see Maps A, B, and C for the project location and limits). Thirty-two properties within the Area of Potential Effect (APE) are documented and evaluated in this report. No property or district within the APE is listed on the National Register of Historic Places. No property within the APE has been previously determined eligible for the National Register; nor does any property within the APE appear eligible for listing.

PROJECT DESCRIPTION AND AREA OF POTENTIAL EFFECT

The proposed project is the seismic retrofit, by replacement, of the High Street Overheads on Interstate 880 in the City of Oakland, Alameda County. The project is located between Kilometer posts 43.6 and 45.5; project limits extend from south of the overheads to near the Fruitvale Avenue interchange in order to accommodate detour facilities on the I-880 mainline. The existing facility consists of two bridges (four-lanes each with shoulders) which span a Union Pacific Railroad drill track, High Street, and State Route77 (42nd Avenue).

The proposed project consists of replacing the existing I-880 mainline structures with new structures and reconfiguring the I-880/SR77 interchange with an at-grade intersection. This will create an interchange of the split diamond type, with High Street as the southern cross street and SR77 as the northern cross street. The project will reconstruct frontage roads as required to accommodate the replacement structures and revised interchange. Each new mainline structure will have four 3.6 m lanes and two 5.1 m shoulders. For simplicity of construction, both new structures will be the same length as the existing structures. The existing facility includes the Sather Underpass Pumping Plant at the I-880/SR77 interchange that was constructed with the original project. The proposed construction will not directly affect the pumping plant, although the project may include some safety improvements to the plant structure and controls.

The retrofit strategy was developed to mitigate the structural deficiencies while meeting the seismic performance requirements. The recommended retrofit strategy is to totally replace the existing structures. Other retrofit measures were considered but not developed in detail due to relatively high construction costs, right-of-way costs and impacts, or traffic impacts. These alternative retrofit measures included complete removal and new construction of the superstructure and retrofit of the substructure including columns and foundations.

Maintenance of traffic during construction was the critical element in the development of the alternatives. Maintaining four travel lanes in each direction on I-880 during all phases of construction results in new bridges with wider superstructures than the existing structures. The layout alternatives considered during conceptual engineering, but later withdrawn from further consideration, included widening to the west of the existing structures and widening symmetrically to the outside of each existing structure. These alternatives proved uneconomical due to right-of-way impacts and construction staging complications.

The cities of Oakland and Alameda propose a circulation project which will further revise the I-880/High Street/SR77 interchange and the local street system to increase usage of SR77 and reduce traffic on High Street. The current project is designed to accommodate those planned revisions. It will, however, operate satisfactorily without revisions if the local project is delayed or abandoned.

The APE for this project was established in consultation with the Federal Highway Administration (FHWA) in December 1997, and is shown on Map D. FHWA and Caltrans now anticipate requiring new right of way only on the west side of I-880 for the proposed project. However, when the APE was originally discussed, other alternatives with right-of-way requirements on the east side of I-880 were still under consideration. The APE was therefore set at two properties beyond the largest proposed right-of-way to allow for all potential project changes.

FIELD METHODS

The survey of the project area was conducted between December 1997 and February 1998 by Elizabeth Krase, Caltrans District 4 architectural historian (M.A. American and New England Studies, 13 years in historic architecture studies. Elizabeth McKee, Caltrans District 4 architectural historian (M.A. History, 18 years in historic architecture studies) assisted with the evaluation of a linear feature, the Southern Pacific Railroad lines through the APE.

All buildings within the APE constructed in or before 1950 were photographed during this survey, and field notes were taken on the buildings and associated features of their properties. This report was prepared in accordance with the Memorandum of Understanding among Caltrans, the Federal Highway Administration (FHWA) and the California State Historic Preservation Officer (SHPO) and the Interim Post-1945 MOU Guidelines, by which post-1950 buildings and moved or substantially altered pre-1951 buildings are exempt from evaluation. Thirty-four buildings or complexes were dismissed from further evaluation under this MOU; see Appendix III.B. at the end of this report for a list of addresses of all buildings not evaluated.

RESEARCH METHODS

Background research for this report was primarily conducted at U.C. Berkeley's Map Library, the Oakland History Room of the Oakland Public Library, the Alameda County Recorder's and Assessor's offices, the City of Oakland Planning Department: Building Permits and the Oakland Cultural Heritage Survey, and the Northwest Information Center at Sonoma State University.

Information compiled by the Oakland Cultural Heritage Survey (OCHS) was consulted, including survey notes from the citywide windshield survey, historic resource inventory forms prepared for the Citywide Reconnaissance Survey, and the Unreinforced Masonry Citywide Survey. Copies of all of OCHS's inventory forms have been attached to the inventory forms in this report. OCHS has identified a historic district which partially overlaps our APE: the 36th Avenue/East 8th Street District. This district was rated by OCHS as an "ASI" or Area of Secondary Importance (not eligible for the National Register of Historic Places); this report concurs with those findings. In addition, OCHS identified a second ASI adjacent to, but outside the boundaries of our APE: the South Kennedy Tract District; it also has been preliminarily evaluated by OCHS staff as not eligible for the National Register. Because South Kennedy Tract District lies outside the project APE, no further evaluation was undertaken by Caltrans staff.

Several inventories and their most recent available supplements were consulted to determine whether previously-identified historic properties are located in or adjacent to the APE. National Register listings were checked (through 4 November 1997) as well as properties which have been determined eligible for the National Register (through 2 July 1997); registered California Historical Landmarks (through December 1997), California Inventory of Historic Resources (1976), and Oakland City Landmarks (through 14 January 1997). The California

Register of Historical Resources consists of properties listed or determined eligible for the National Register and California Historical Landmarks (from number 770 on), so these would be included in the listings mentioned above. All properties identified to be within a one-mile radius of the project area have been listed in Appendix III.C. of this HASR. As noted previously, *no* property or district within the APE is listed on or has been previously determined eligible for the National Register of Historic Places. As a result of this study, no property within the APE appears eligible for listing in the National Register or the California Register of Historical Resources.

HISTORICAL OVERVIEW

Since 1869 the project vicinity has been characterized by a constantly increasing pace of industrialization.

The project area is within the boundaries of one of the largest Spanish period land grants in California, Rancho San Antonio, made in 1820 to Luís María Peralta (1759-1851) for military service. In 1842 Peralta divided his ranch among his four sons; Antonio María Peralta (1801-1879) inherited the land from Seminary Avenue to Lake Merritt (then San Antonio Slough) which comprised over 15,000 acres, including the project area. The site of the adobe of Rancho San Antonio is 2511 34th Avenue, and Antonio María Peralta's house still exists at 2465 34th Avenue; both are State Historical Landmarks and Oakland City Landmarks.

By the mid-1840s Anglo-Americans logged redwoods in the East Bay hills, and the trickle of American settlers and squatters in Mexican California became a flood by the end of that decade, when the impact of the Gold Rush and the Treaty of Guadalupe Hidalgo turned California into a United States territory. Clouded land titles were the rule for years in Oakland (incorporated 1852), due to the problems of verifying the Peralta grant and to the claims of Anglo-American squatters and legitimate settlers.

Two small communities, Clinton and San Antonio, developed south of Lake Merritt during the 1850s; both towns were consolidated in 1856 under the name of Brooklyn. The name of Brooklyn was also given to the township (a political subdivision covering a larger area of the county), which ranged from Lake Merritt to San Leandro Creek and from San Francisco Bay to the county line at the ridge of the East Bay hills. (Please refer to Appendix I, Map G.)

During the 1860s, a number of private horse car and street car companies began to provide local service from downtown Oakland and Alameda to East Oakland, encouraging the growth of fledgling suburbs. The San Francisco & Alameda Rail Road Company began service to Melrose (46th Avenue) in 1864; the line was extended to Hayward the following year. This right of way was purchased by the Central Pacific Railroad (later Southern Pacific, now Union Pacific) in 1869 and the route was used as the last link in their transcontinental route via Livermore and Niles Canyon to the San Francisco Bay area. Initially the route ended in Alameda for ferry service across the bay to San Francisco; within a few months the terminus was shifted to West Oakland, where a large railroad maintenance and repair facility had been constructed. Local stations along the CPRR main line were located at the foot of 13th Avenue for Brooklyn, at Fruitvale Avenue, at High Street for Melrose, and southward to San Leandro and San Lorenzo. The CPRR main line roughly paralleled the county road, East 14th Street, which was the primary commercial street in East Oakland. Other independent lines connected the stations via Fruitvale Avenue and High Street with the upland areas favored for residential development and with Mills College (many of these lines were unified later into the Key System of electric streetcars).

Nine years after the arrival of the transcontinental railroad, East Oakland was characterized by a mix of development types scattered over the landscape, as pictured by Thompson and West's *Historical Atlas of Alameda County, California* (1878). From Lake Merritt south to roughly 23rd Avenue, the town of Brooklyn had become a prosperous middle-class suburban town. In 1870, Brooklyn incorporated and was annexed to Oakland two years later. An indication of Brooklyn's rapid growth was the relocation of the county seat from San Leandro to Brooklyn in 1873, although a year later the county seat made its final move, to downtown Oakland. Brooklyn also boasted a number of mills, potteries, breweries, and factories the year Thompson & West published their atlas. (Please refer to Appendix I, Maps G and H.)

Elsewhere in Brooklyn Township, development occurred at a slower pace. Fruitvale was located just south of Brooklyn and likewise centered on East 14th Street, and was a much smaller community, at the time primarily noted for its orchards. South of 23rd Avenue, the railroad, investment syndicates, and individual owners still held large tracts of evidently undeveloped land, with the exception of a few scattered residential tracts, presumably "paper" developments for the most part in 1878. The outlying communities of Melrose, Fitchburg, Elmhurst grew up between the county road and the CPRR line. (Please refer to Appendix I, Maps I and J.) In the immediate vicinity of the project, there were several small industries located between the shoreline of San Leandro Bay and the intersection of the mainline CPRR tracks with the Alameda branch, a harbinger of the industrial future of the area. H. C. Clark, an early settler, owned an ore reduction works and an adjacent landing from which boats traveled across the Bay to San Francisco. A second smelting and reduction works was located next to Clark's property, as well as the Pacific Cordage Works. No known remnant of these early industries remains. (Please refer to Appendix I, Map F.) The land-use pattern of middle-class dwellings located above (east of) the county road and the railroad, with industry and tracts of modest workers' residences located between the county road and the bay, was largely set by this time.

Though Brooklyn was fully developed before 1906, Fruitvale and especially Melrose received a huge influx of homeseekers in the aftermath of the San Francisco Earthquake. Oakland annexed 30.33 square miles of Brooklyn Township (including Fruitvale, Melrose, Fitchburg) in 1909, thereby more than doubling its size. Peter M. Holst's feed and fuel supply business (c. 1899-1940) was one of several which served the growing Melrose district (please refer to inventory forms for 4600 and 4731 Coliseum Way).

Large industrial concerns were lured by the flatter land near the bay and the rail lines. In 1885 California Cotton Mills was established next to the railroad at 23rd Avenue, north of the project area (the extant structures, most of which date from 1917, were partially demolished to permit construction of the freeway, and the mill closed in 1956). Fruit canning plants to process the fruit from Alameda County orchards were also located in the general vicinity before the turn of the century.

Significant changes to the geography and infrastructure occurred in the first two decades of the twentieth century, which in turn spurred the momentum of industrial development around the entire East Bay, and particularly in East Oakland. Adjacent to the project area, Alameda from prehistoric times had been joined to the East Bay mainland by a section of land located approximately between today's 23rd Avenue and High Street. In 1901 the U.S. Army Corps of Engineers completed a project to cut through the foot of the peninsula and construct a navigable channel joining San Leandro Bay with Oakland Inner Harbor; the "U.S. Tidal Canal" thus made an island of Alameda and created more economically valuable shoreline for Oakland. (Please refer to Appendix I, Maps J and K.) In 1910, Southern Pacific Railroad's monopoly on the use of Oakland's port was finally broken after years of legal wrangling. The Western Pacific Railroad immediately began construction of a route to Oakland; the WPRR track through the project vicinity is between San Leandro Street (East 10th Street) and East 12th Streets, roughly parallel to and east of the SPRR line. During the same period the SPRR completed a seven-year

project (1905-1912) to convert its suburban steam-powered trains to electricity. For this purpose SPRR constructed its own powerhouse (1911) and one of three East Bay substations on the north side of Fruitvale Avenue next to the Tidal Canal, locating there because of the access to water for cooling machinery. None of these SPRR facilities, nor the suburban train stations in the project vicinity, have survived.

The Clorox Company (originally the Electro-Alkaline Co.) set up its plant in 1913 next to the Southern Pacific tracks at High Street. One of the early companies in the U.S. to commercially produce liquid chlorine bleach for industrial uses, the company employed the process of electrolysis to convert concentrated salt brine from nearby San Francisco Bay salt ponds into sodium hypochlorite bleach. Development of a less concentrated solution for household use led to the general distribution of Clorox Liquid Bleach-Cleanser-Germicide in the San Francisco Bay area in 1916; national distribution of the product, newly available to consumers, began in 1921. Still an important company in Oakland and nationally, the original plant site remains an indicator of Oakland's significant industrial growth during the first decades of the twentieth century.

Other important industries attracted to the project vicinity were the American Can Company located between 37th Avenue and the Alameda branch line of the SPRR (1918); Coast Tire and Rubber Company (1920) and the Chemical and Pigment Co. (c. 1925) at 50th Avenue; National Lead Company (1919) at 4701 San Leandro Street. Economy Mills, a relatively small textile mill, was constructed on High Street near the SPRR tracks in 1920 (please refer to inventory form for 750-752 High Street). A number of lumber mills located in the vicinity of East 12th Street and 46th Avenue during the 1920s, indicators of the building boom experienced throughout the East Bay at this period; White Brothers' hardwood warehouse and retail lumber yard (1927) is an additional example of the building trade within the project area (please refer to inventory form for 500 High Street). Other smaller manufacturers or processors of building materials located along Coliseum Way in the project area (please refer to the inventory forms for 4352-4356, 4416, and 4430 Coliseum Way). Pacific Gas & Electric Company erected a major substation south of 50th Avenue in 1923, and in 1926 a Gas Compressor House and a large Gasholder north of 50th Avenue; the latter 300' high tank was a visual landmark in the East Bay until its demolition in 1986 (please refer to inventory form for 717-733 50th Avenue).

A number of national corporations set up manufacturing plants and facilities during the 1919-1925 period, indicative of the thriving industrial future of East Oakland: General Electric Oakland Works had a plant at East 14th and 54th Avenue; Chevrolet Motor Co. had a plant at 69th Avenue and Foothill Boulevard, and Montgomery Ward built a large retail store and catalog division at East 14th Street at 29th Avenue in the Fruitvale district. By the end of the 1920s, the project area and surrounding vicinity was largely built up, with the exception of man-made land created by filling the wetlands along the shoreline of San Leandro Bay.

High Street Homes, a Federally-financed project to house defense industries workers, was constructed on 52 acres of the filled tidelands south of High Street beginning in November 1943. Opened in July 1944, the project consisted of 540 residential units in over 65 buildings, plus a community hall and an on-site school. The housing project was one of the largest of the nine "temporary" housing projects in Oakland and one of the last to be built. Like many wartime housing projects in Oakland, this housing project was segregated: High Street Homes project was intended for white workers in wartime industries, while projects elsewhere in Oakland were intended for African-Americans. The buildings, mostly two stories, were lightly constructed of wood frame and gypsum board (interior and exterior), in keeping with their "temporary" function; these were expected to be decommissioned soon after the war, but the project continued to be used as low-income housing through the 1950s. No buildings survive; most appear to have been removed during the 1960s and replaced with large-scale industrial structures around a new street configuration. (Please refer to Appendix I, Maps L and M.)

During the past fifty years, the most significant change in the project vicinity was the construction of a freeway during 1949 and 1950. Much like the railroad nearly a century earlier, the freeway accelerated industrial growth in the project area.

Although highway construction was curtailed during World War II, the Division of Highways spent the war years assessing the deficiencies of the State Highway System and planning vast improvements for the postwar period. The immense postwar program called for construction or reconstruction of approximately 600 miles of state highways, approximately 180 new bridges and 150 highway/railroad grade separations, to cost an estimated $115,000,000. Less than three months after V-J Day (14 August 1945), the Division of Highways published the first call for bids on construction projects, and thirty-seven contracts already had been awarded by the end of January 1946. The California Highway Commission approved the expenditure of $40,000,000 on the first phase of the postwar highway construction program, funded by the gas taxes and motor vehicle fees which had accumulated during the war and Federal funds authorized under Federal Highway act of 1944.

In the East Bay, the East Shore Freeway (now Interstate 80) from the east end of the San Francisco Bay Bridge in Oakland to Richmond had been completed by 1941, but plans for completion of the route south to San Jose were suspended by the advent of war. Chronic congestion of Route 69 through East Oakland (which followed city streets East 12th Street and East 14th Street south of High Street) worsened during the war years, compounded by the arrival of defense industries and their employees, and the end of local rail service (Southern Pacific ended service on its East Bay Interurban lines in 1941; the Key Route terminated electric streetcar service between 1941 and 1958, depending on the route). Consideration was given to improving one of the existing north-south routes in the East Bay, but in 1941 a final decision was made to purchase right of way for an entirely new location, through less-developed areas between the bay shore and the existing industries along the railroad lines, much as had been decided for the Bayshore Freeway (Route 101) on the west side of San Francisco Bay. The concept of a freeway as a road with limited access was still new enough to warrant a definition in articles describing the facility's construction in 1949-1950.

Extension of the East Shore Freeway from Oakland to San Jose was one of the prime projects slated for the postwar construction program, to be constructed in sections from the southern end of downtown Oakland to High Street and from High Street to the southern city limits of Oakland; additional contracts were planned for following years to continue the freeway to Santa Clara County. Construction of the first section of four-lane freeway began in 1948; the next sections south to San Leandro Creek (including the current project area) were completed in 1949-1950. Costs of construction, including right-of-way acquisition and engineering costs, were approximately $2,500,000 per mile. The high costs were attributed to the extensive use of elevated freeway structures necessary to eliminate over ten railroad grade crossings. Approximately 175 residences were in the path of the freeway, requiring their relocation or demolition and the housing of some 340 people. In addition, twelve structures of High Street Homes, housing ninety-six families, were in the right of way. Twenty-two industries had to be relocated as well. South of 50th Avenue the freeway project ran across what had been practically undeveloped land before 1950; this area was developed rapidly during the early 1950s into suburban housing tracts in San Leandro, San Lorenzo, and Hayward.

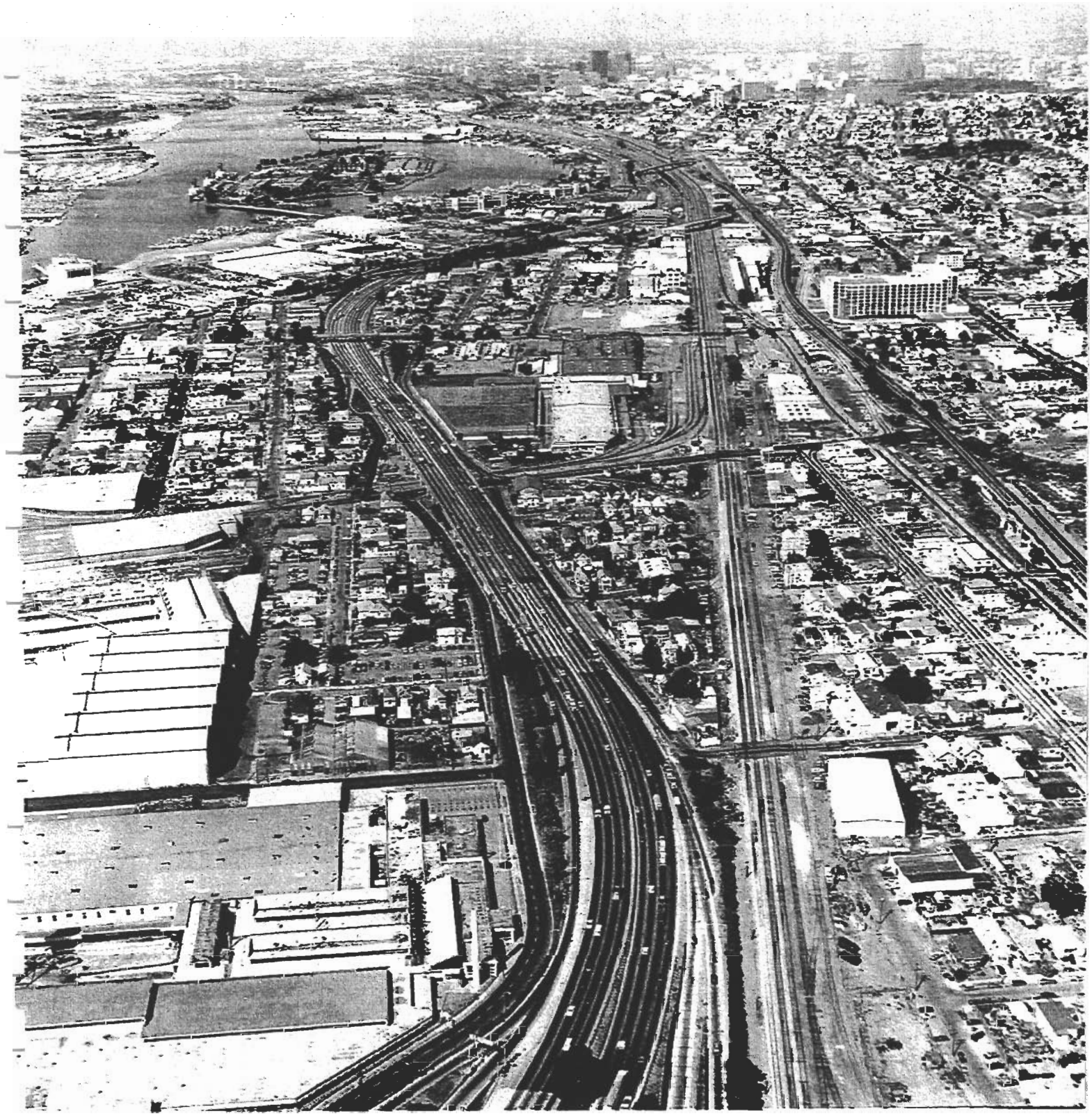
In 1958, the East Shore Freeway, by then classified as State Route 17, was named for Fleet Admiral Chester W. Nimitz on the occasion of the route's addition to the California Freeway and Expressway System. In 1984 the route was re-designated as Interstate Route 880. Sections of the freeway have been widened by projects in 1955-1956 and 1961-1963 to the current eight lanes. The Oakland-Alameda County Coliseum, a recognized monument of postwar modern architecture when constructed in 1965, was built directly south of the project

area and across the freeway from the Oakland Airport. The Coliseum necessitated a reconfiguration of local streets; at that time then-Clement Street was extended south from 50th Avenue to the Coliseum and renamed Coliseum Way. In 1972, a new public transportation system, BART, began service from Oakland to Fremont; service to Richmond and transbay service to San Francisco began in subsequent years. BART's tracks are elevated above East 12th Street and San Leandro Street, with stations at Fruitvale and the Coliseum in the project vicinity, incompletely reestablishing the interurban train service that had been removed a quarter century earlier. (Please refer to Appendix I, Map N.)

Part of the current project area was evaluated in an unusual 1954 study conducted by a Division of Highways right-of-way agent on the economic impact of the freeway on industry in the region. During the 1947-1953 period for the 7.5-mile section of freeway between High Street in Oakland and Lewelling Boulevard near San Leandro, the study found that the proportion of industrial expenditures (in terms of numbers of new industries, expansions of existing industries and in dollars invested in these) far outpaced the average for industrial acreage in Alameda County. The study pointed out the advantages for industry of close proximity to freeways for truck transportation, advertising signage, as well as for employee commuting. During that time period there was a remarkable increase in industrial acreage prices within Oakland city limits: in 1941 such land cost an average $500 per acre; in 1947, industrial acreage sold for $2000 an acre, while in 1952 prices had reached an average of $10,500 per acre. The study confidently concluded that the "Eastshore Freeway stimulated the development of the adjacent land by attracting both industry and residents. This change in land use has been not only profitable to the property owners near the freeway but the entire community has benefited through this improvement."

The 1954 study did not address other impacts of the freeway, such as the severing in two of older neighborhoods of modest dwellings, such as the Kennedy Tract and Fruitvale Terminal Tract. The project area between the railroad and the bay has grown steadily more industrial and less residential since 1950, as a consequence of development patterns that began before the turn of the nineteenth century. A comparison of aerial photographs of the corridor from 1961 and 1992 shows that many dwellings have been removed to permit industrial expansion or the construction of new industrial buildings. A more recent trend is the redevelopment of former industrial sites into new retail uses, such as the demolition in 1994 of the 1918 American Can Company located between 37th Avenue and the Alameda branch line of the SPRR, now occupied by K-Mart, 4000 Alameda Avenue. The current shift in land-use from heavy industrial use to retail and service industry use is typical of many older, dense urban districts around San Francisco Bay.

Historic aerial photograph, c. 1948. View looking north from High Street, showing construction of freeway in foreground through blocks of mixed residential/industrial uses. American Can Company is in immediate foreground; large building in center is Montgomery Ward and Co.; at left background are Lake Merritt and downtown Oakland. *Courtesy Oakland History Room, Oakland Public Library.*



Oblique aerial photograph, 1992 View looking north along I-880 from above 42nd Avenue, showing former American Can Company in left foreground (now not extant). Note the significant losses of residential properties in the 36th Avenue/ East 8th Street area, on the west (left) side of the freeway and north of the American Can Company. *Source: Caltrans Photography Lab # 92-04875-24, photography by Lynn G. Harrison, 9/30/92.*

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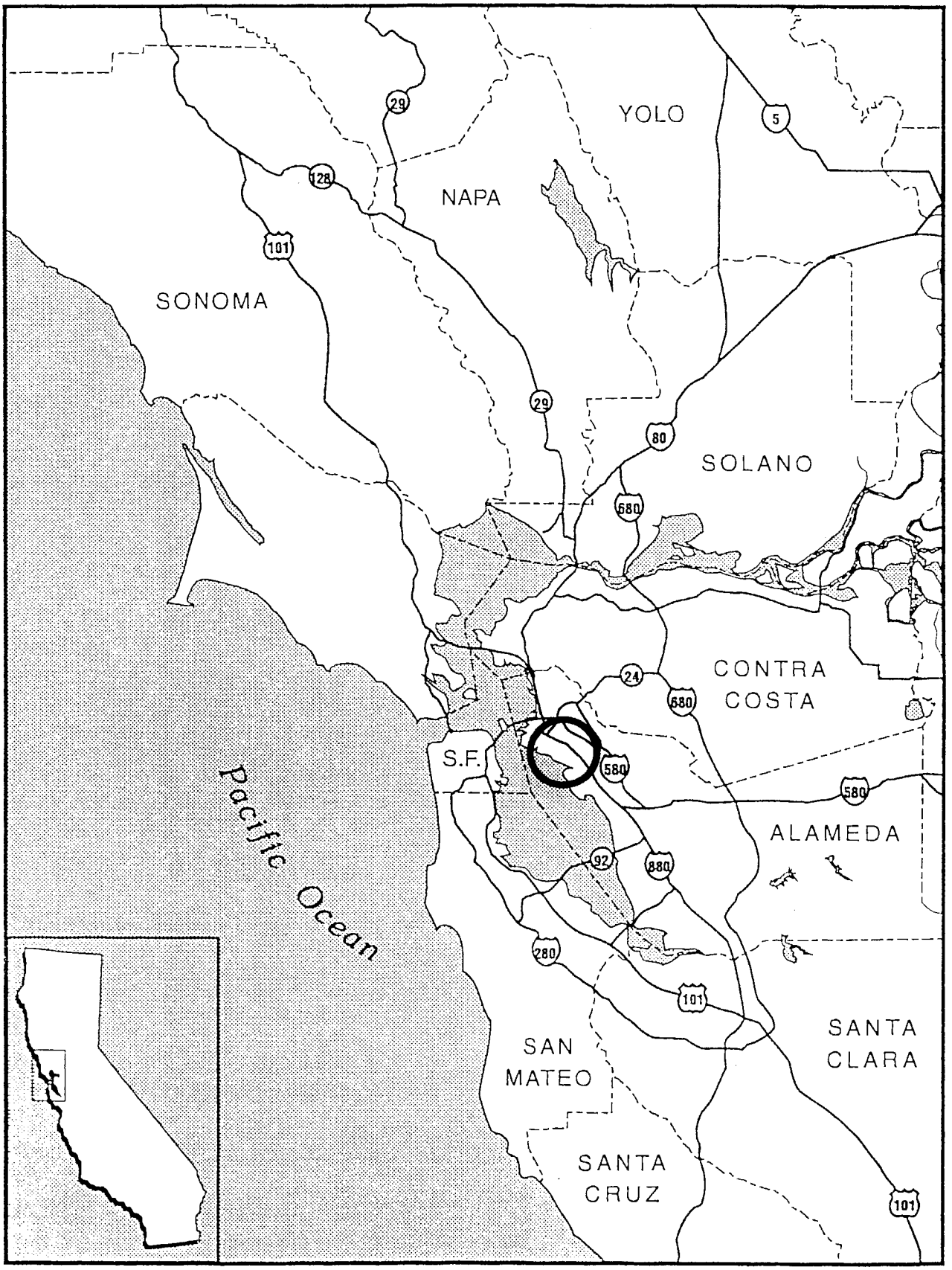
APPENDIX I: MAPS

Map A. Project Vicinity
Map B. Project Location
Map C. Area of Potential Effect (APE)
Map D. Historic Properties Identified
Map E. Historic Map
Map F. Historic Map
Map G. Historic Map
Map H. Historic Map

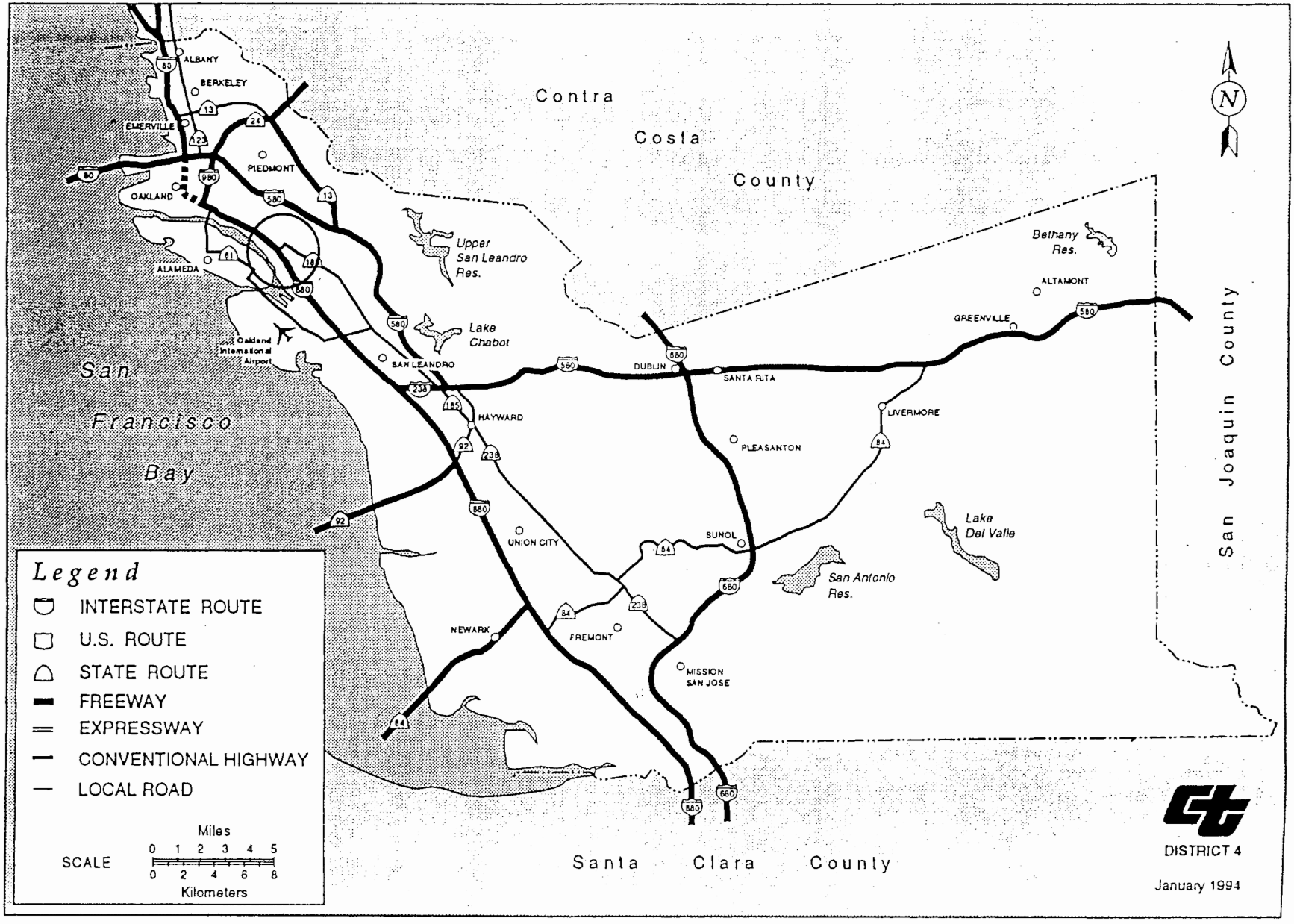


Map A. General Location Map

High Street Overhead Seismic Retrofit Project
ALA-880 KP 43.6/45.5 (PM 27.4/28.0) EA 16540K
3/98

ALAMEDA COUNTY

HIGHWAY SYSTEM



Map B. Project Vicinity Map

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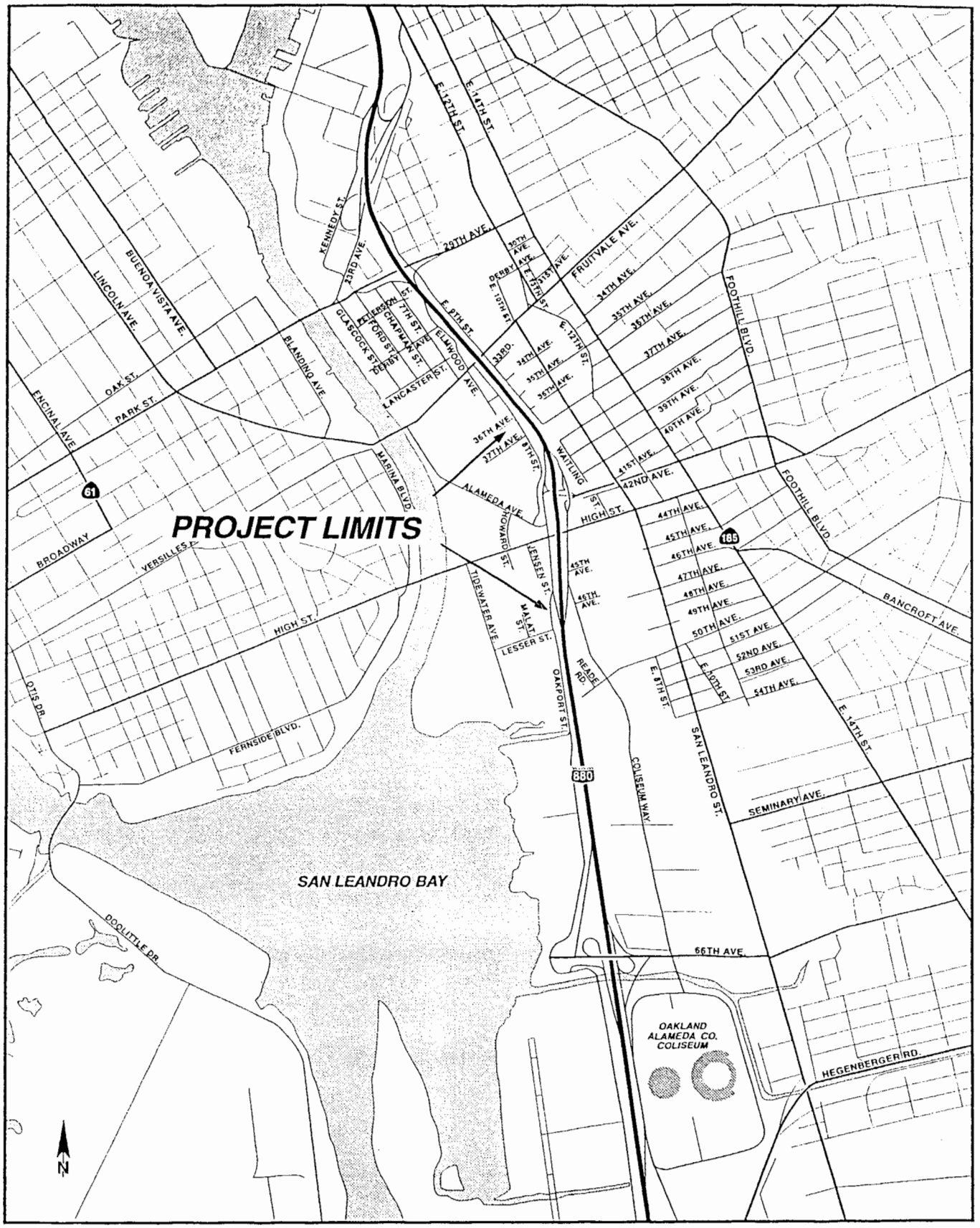

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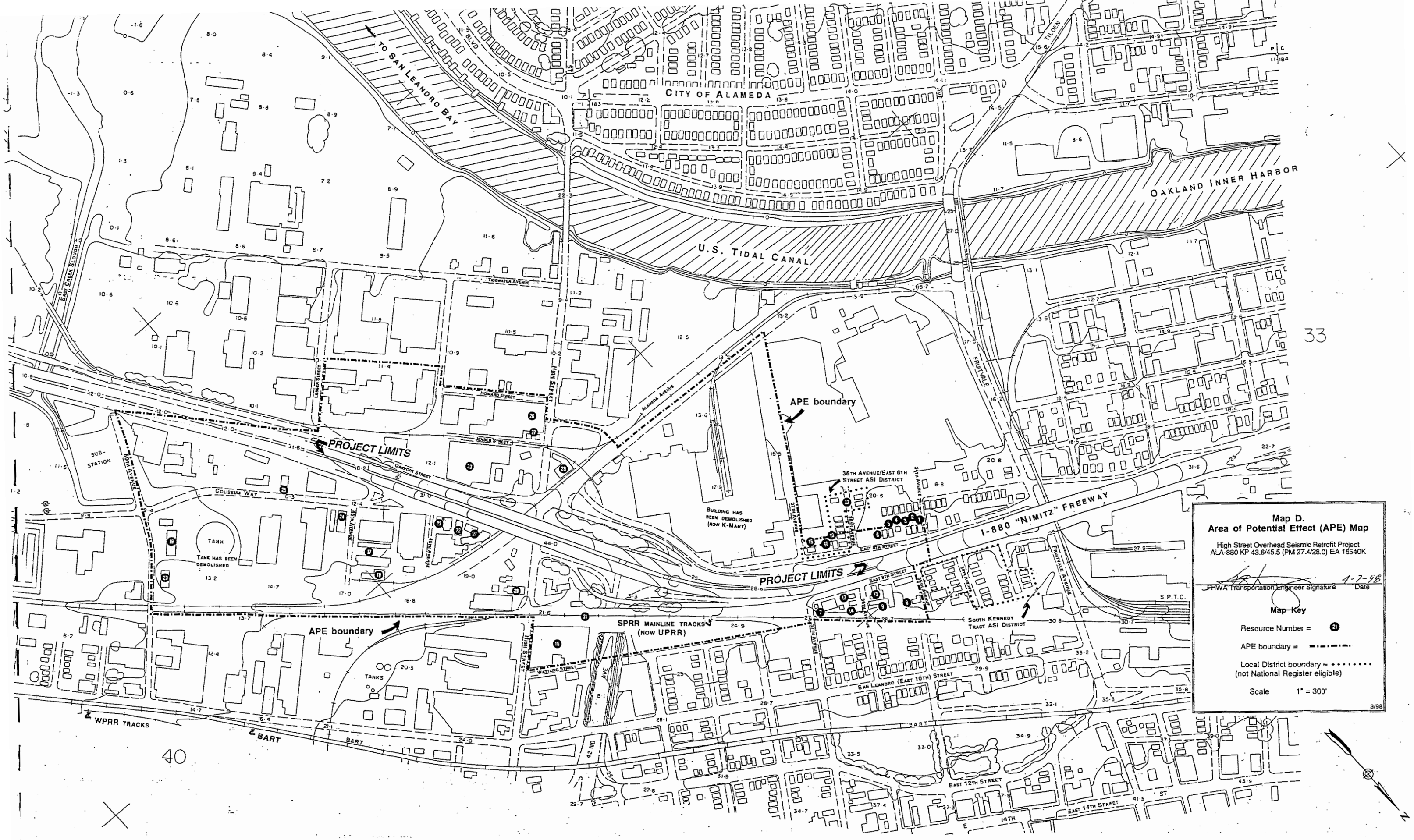
Map C. Project Location Map

High Street Overhead Seismic Retrofit Project
ALA-880 KP 43.6/45.5 (PM 27.4/28.0) EA 16540K
3/98



Map D.
Area of Potential Effect (APE) Map

High Street Overhead Seismic Retrofit Project
ALA-880 KP 43.6/45.5 (PM 27.4/28.0) EA 16540K

4-7-98
FHWA Transportation Engineer Signature — Date

Map Key

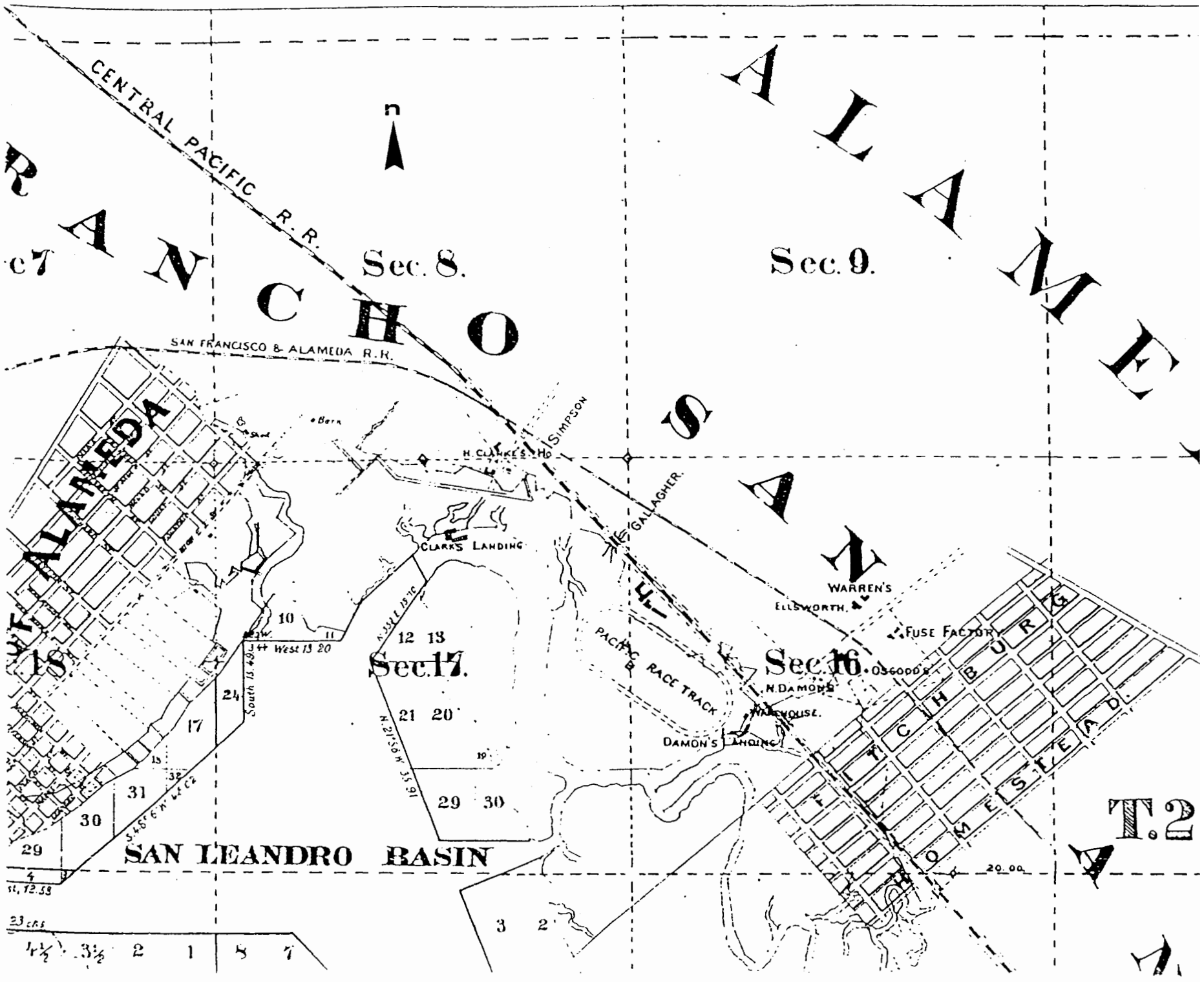
Resource Number = 21

APE boundary = -·-·-

Local District boundary = ·····
(not National Register eligible)

Scale 1" = 300'

3/98

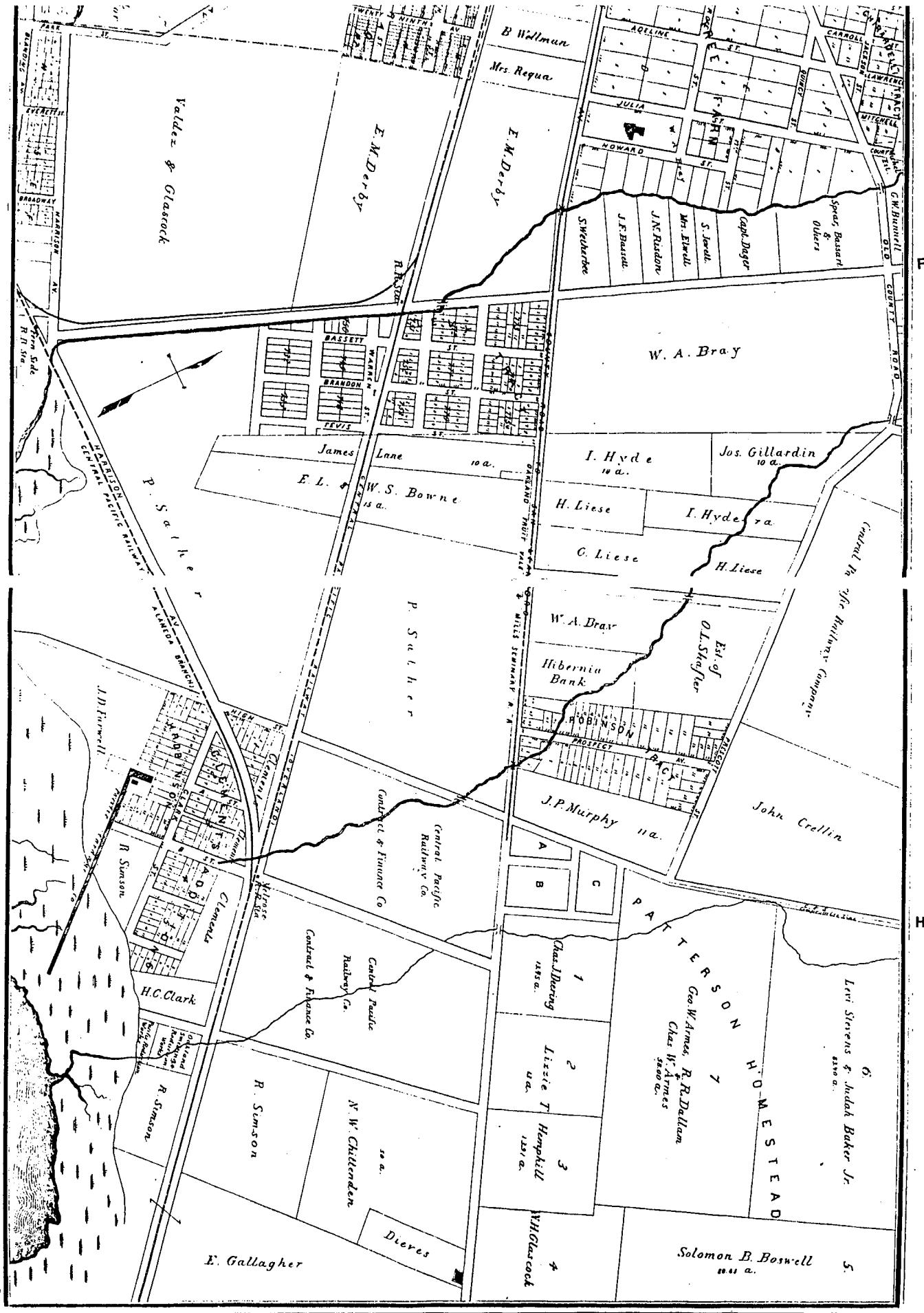


Map F. Historic Map, 1871

G. F. Allardt, "Sale Map No. 10 of Salt Marsh and Tide Lands Situated in the County of Alameda."

No scale. *Courtesy California State Library.*

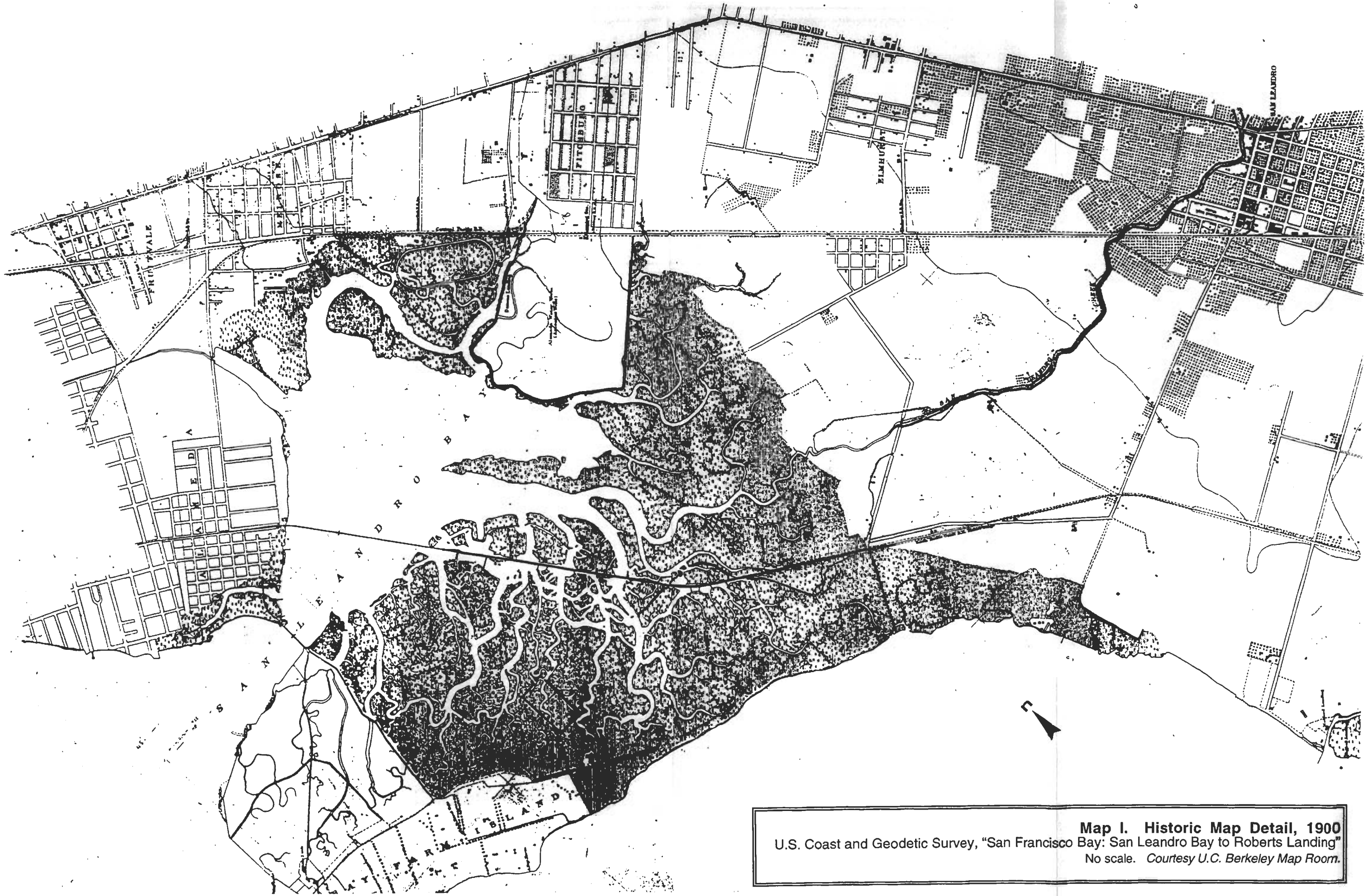
Map G. Historic Map 1878
Thompson and West, *Official Historical Atlas Map of Alameda*, pp. 36-37.
(1976 reprint Valley Publishers, Fresno)



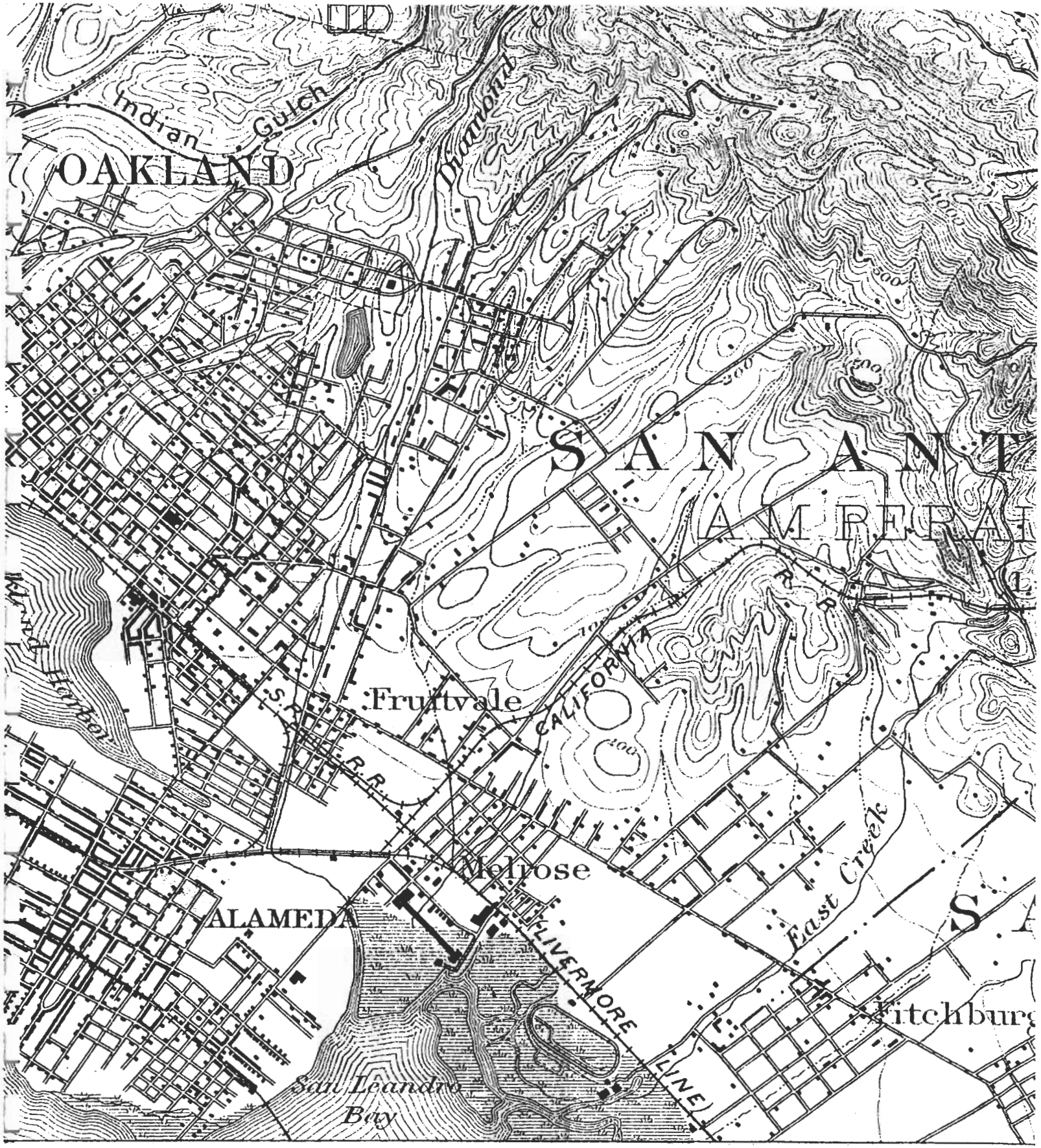
Map H. Historic Map Detail 1878

Thompson and West, *Official Historical Atlas Map of Alameda*, pp. 84-85.

No scale. (1976 reprint Valley Publishers, Fresno)



Map I. Historic Map Detail, 1900
U.S. Coast and Geodetic Survey, "San Francisco Bay: San Leandro Bay to Roberts Landing"
No scale. *Courtesy U.C. Berkeley Map Room.*



Map J. Historic Map Detail, 1897
U.S. Geological Survey, "Concord" 15' Quad. 1897 (1907 reprint).
Enlarged to show detail; scale approximately 1" = 2 miles. *Courtesy U.C. Berkeley Map Room.*

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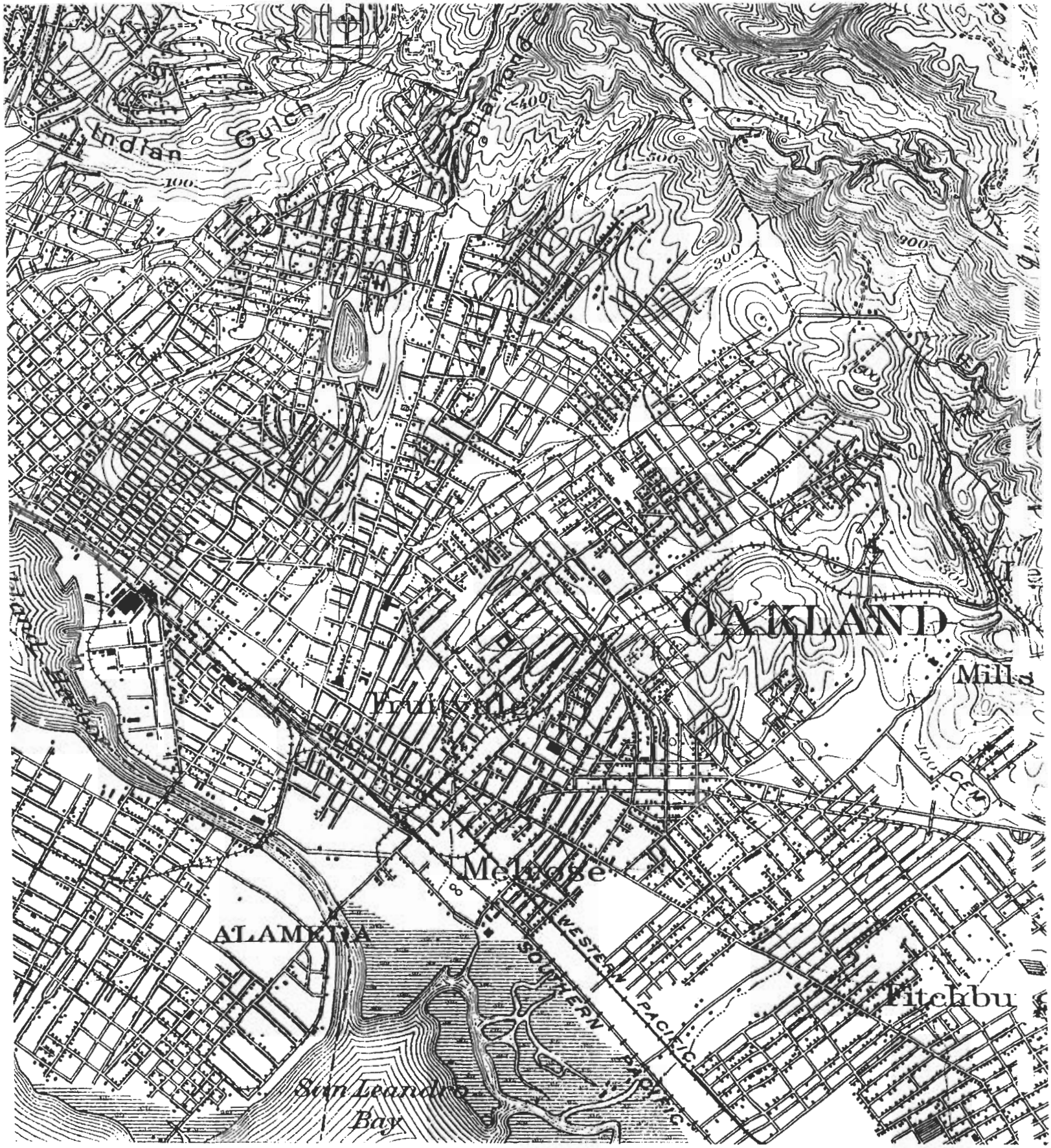

Map K. Historic Map Detail, 1915
U.S. Geological Survey, "Concord" 15' Quad. 1915 (1947 reprint).
Enlarged to show detail; scale approximately 1" = 2 miles. *Courtesy U.C. Berkeley Map Room.*

Map L. Historic Map Detail, 1949
U.S. Geological Survey, "Oakland East" Quad. 1949.
Scale 1" = 2000'. *Courtesy U.C. Berkeley Map Room.*

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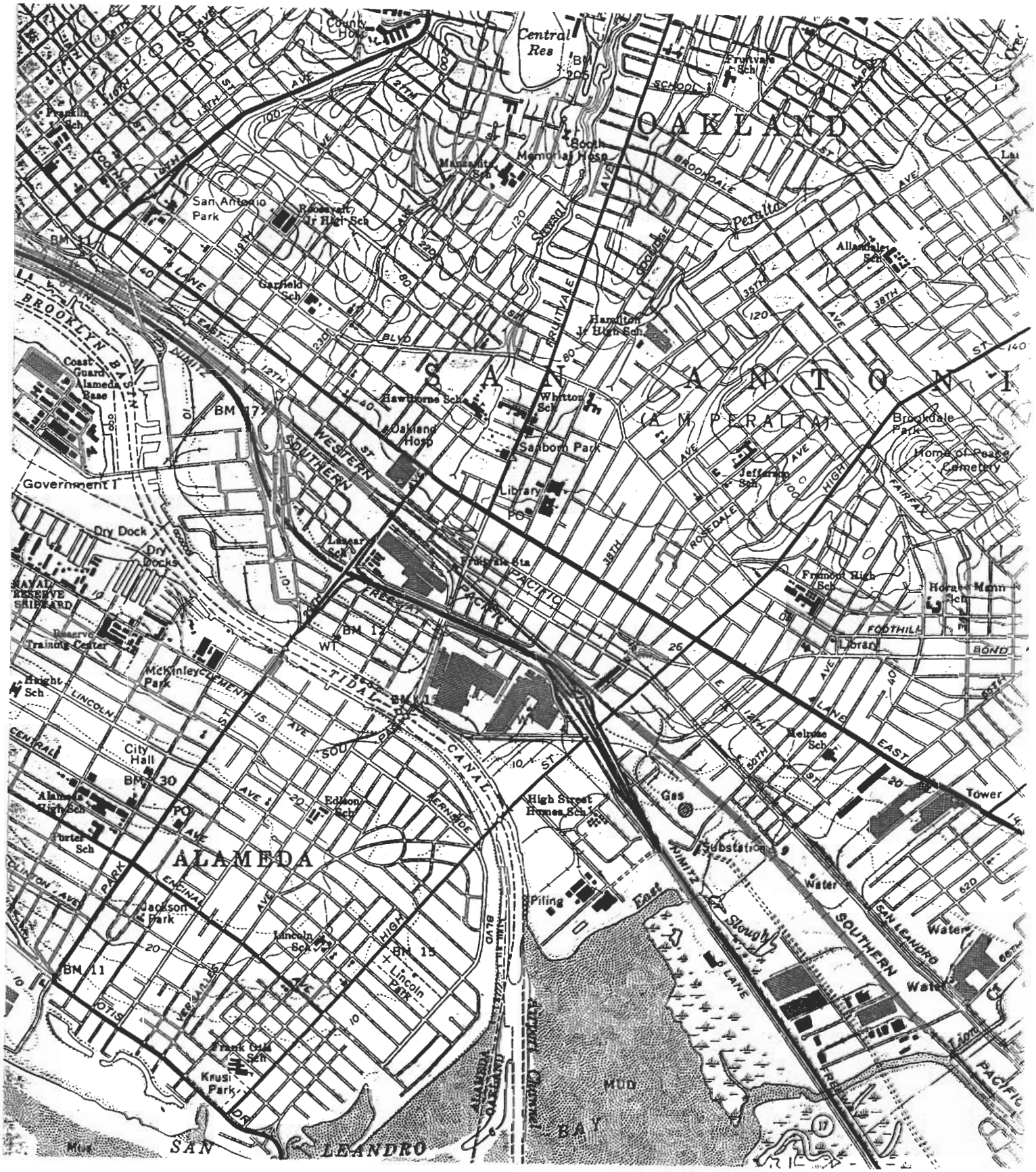
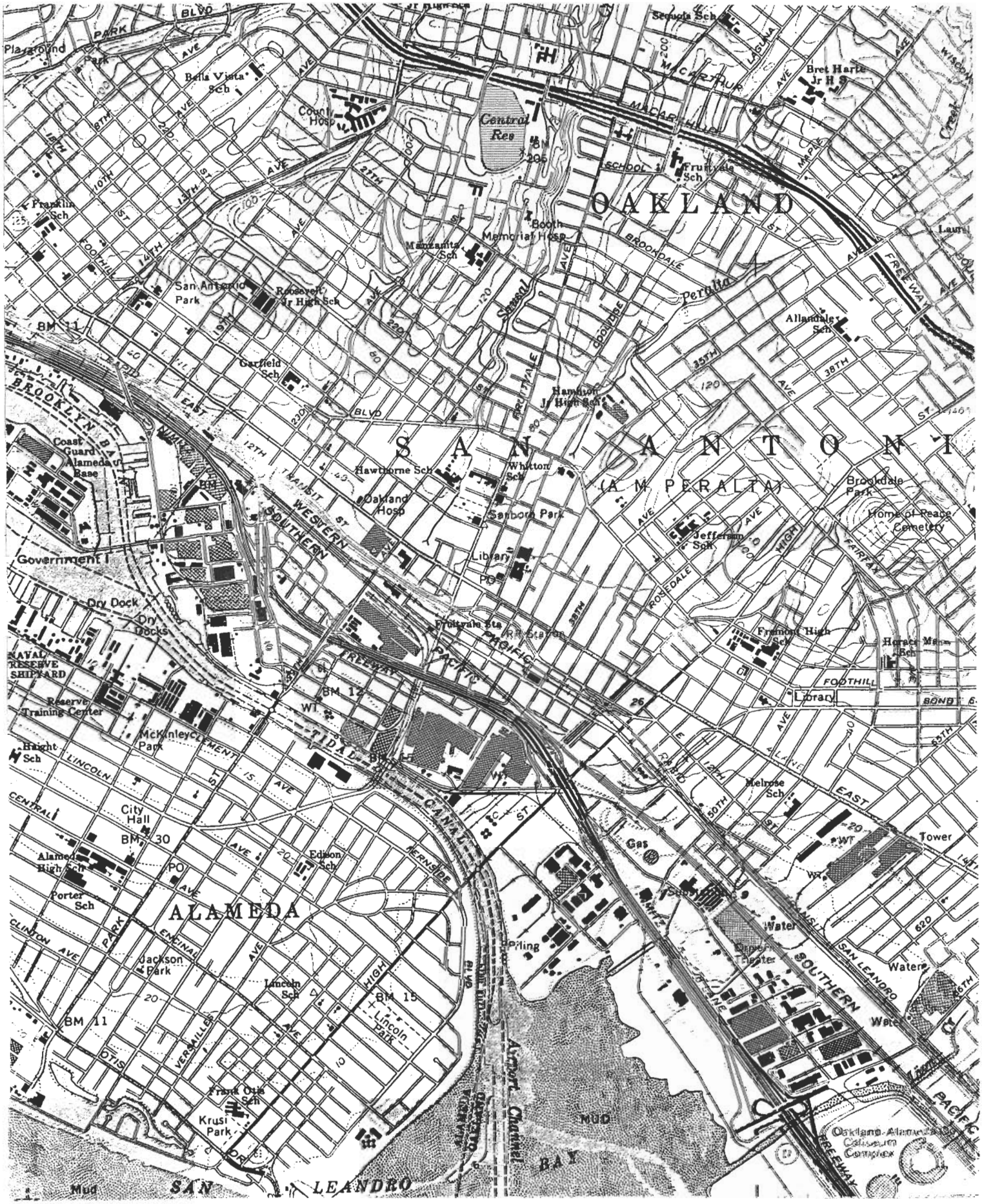


Map M. Historic Map Detail, 1959
U.S. Geological Survey, "Oakland East" Quad. 1959.
Scale 1" = 2000'. *Courtesy U.C. Berkeley Map Room.*



Map N. Historic Map Detail, 1980

U.S. Geological Survey, "Oakland East" Quad. 1959 photorevised 1980.

Scale 1" = 2000'

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 3421 East 8th Street

P1. Other Identifier: _____
*P2. Location: ___ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 3421 East 8th Street (SW corner, 34th Ave.) City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor's Parcel Number: 033-2201-25.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This property is a small bungalow of rectangular plan under a pyramidal roof clad in composition shingle. A gabled entry porch supported by square columns projects forward at the northeast corner of the structure. Windows are one-over-one double-hung wood frame type with later security grilles. Tthe exterior surface of the house is stucco over wood-frame; the fundation is concrete. Integrity of the house is high.

The setting is a mix of small-scale residential and industrial: the house faces East 8th Street, which has been a freeway frontage road since the freeway was constructed in 1949-1950.

*P3b. Resource Attributes: (List attributes and codes) HP2-single family property
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.) northeast elevation 12/3/97
*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both c. 1917 (City Directory, 1918)
*P7. Owner and Address: Shoong A. Lim & Shu Y. Wu 3421 East 8th Street Oakland, CA 94601
*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660
*P9. Date Recorded: Dec. 1997
*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 3421 East 8th Street

B1. Historic Name: -

B2. Common Name: -

B3. Original Use: residence B4. Present Use: residence

*B5. Architectural Style: Bungalow

*B6. Construction History: (Construction date, alterations, and date of alterations)
c. 1917 (per City Directory, 1919.)

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____

*B8. Related Features:

Chain-link fence at front edge of property.

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme: _____ Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

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

This bungalow was probably constructed in 1918, as the owner was first listed in the 1919 City Directory. Norman B. Clarke was the owner, who operated a real estate and insurance company, Clarke & Co.; Clarke and his wife Bessie resided at this property from 1918 to 1926. The dwelling is located in one of a number of pockets of modest single-family residential housing located in an area of Oakland which had developed into a mixed industrial-residential area by the first decade of the 20th century. The American Can Company, a very large factory and area employer, was located two blocks south of this property from 1918 to 1994.

This property does not appear eligible for the National Register of Historic Places. Although the integrity of this property is high, it is not a particularly good example of the architectural style or of a method of construction. Research in local historical records has not uncovered any significant associations of the occupants.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Oakland City Directories and telephone books, 1915-1965; Alameda Co. Assessor's Property records; Block Books; Sanborn's Fire Insurance Maps of Oakland, 5: 502 (1925/1931 update; 1929/1950 update).

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland

*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, #1

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 3427 East 8th Street

P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 3427 East 8th Street City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 033-2201-26.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This one and one-half story dwelling is wood frame with bevel drop siding above a concrete foundation clad in flush shiplap siding. The gable end faces front (northeast) to the street and has molded barge boards; a cutaway entry porch is located at the southeast corner. Windows are one-over-one double hung wood frame; there is three-sided bay window on the front elevation. The gable end sports decorative fish-scale shingling above a pair of tall windows. Dormer windows which appear to be later additions project from the north and south sides of the roof; with this exception the integrity appears good.

The setting is a mix of small-scale residential and industrial: the house faces East 8th Street, which has been a freeway frontage road since the freeway was constructed in 1949-1950.

*P3b. Resource Attributes: (List attributes and codes) HP2-single family property
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.)
northeast elevation
12/3/97

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1915
(County tax assessor's records))

*P7. Owner and Address:
Gary G. Gomes
3427 East 8th Street
Oakland, CA 94601

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 3427 East 8th Street

B1. Historic Name: -

B2. Common Name: -

B3. Original Use: residence B4. Present Use: residence

*B5. Architectural Style: Folk Victorian with late Queen Anne details

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

c. 1915 (per County tax assessor's records).

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____

*B8. Related Features:

Iron fence at front edge of property.

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme: _____ Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

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

This dwelling may have been constructed as early as c. 1915, although the first identifiable resident and owner was Paul Mariani, according to the 1921 City Directory. Mariani was a foreman at the nearby American Can Company, and was listed as owner/occupant here through 1926.

The dwelling is located in one of a number of pockets of modest single-family residential housing located in an area of Oakland which had developed into a mixed industrial-residential area by the first decade of the 20th century. The American Can Company, a very large factory and area employer, was located two blocks south of this property from 1918 to 1994.

This property does not appear eligible for the National Register of Historic Places. Although the integrity of this property is good, it is not a particularly good example of the architectural style or of a method of construction. Research in local historical records has not uncovered any significant associations of the occupants.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Oakland City Directories and telephone books, 1915-1965; Alameda Co. Assessor's Property records; Block Books; Sanborn's Fire Insurance Maps of Oakland, 5: 502 (1925/1931 update; 1929/1950 update).

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland

*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, #2

*Required information

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 3431 East 8th Street

P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 3431 East 8th Street City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 033-2201-27.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This one-story bungalow is wood frame with lap siding above a concrete foundation. The rectangular-plan house has a gable roof which is parallel to the street; a large dormer window surmounts the roof, facing the street. The eaves feature decorative brackets. A recessed entry porch is located at the northeast corner, and has been partially glazed. To the north of the porch is a front tripartite window; windows are mostly one-over-one double hung, wood frame. The dwelling is set back behind a picket fence.

The setting is a mix of small-scale residential and industrial: the house faces East 8th Street, which has been a freeway frontage road since the freeway was constructed in 1949-1950.

*P3b. Resource Attributes: (List attributes and codes) HP2-single family property
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.)
northeast elevation
12/3/97

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1915
(County tax assessor's records))

*P7. Owner and Address:
Theresa M. Clement, c/o S. Small, Esq.
1436 Park Street
Alameda, CA 94501

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 3431 East 8th Street

B1. Historic Name: -
B2. Common Name: -
B3. Original Use: residence B4. Present Use: residence
*B5. Architectural Style: Craftsman Bungalow
*B6. Construction History: (Construction date, alterations, and date of alterations)

c. 1915, 1950 addition at rear (per County tax assessor's records).

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. Related Features:

Picket fence at front edge of property.

B9a. Architect: unknown b. Builder: unknown
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Tax records suggest that this dwelling may have been constructed as early as c. 1915, although the first identifiable resident and owner was Guy Briglia, a painter, and his wife Ione. The Briglias were listed as owner/occupants here 1923-1927.

The dwelling is located in one of a number of pockets of modest single-family residential housing located in an area of Oakland which had developed into a mixed industrial-residential area by the first decade of the 20th century. The American Can Company, a very large factory and area employer, was located two blocks south of this property from 1918 to 1994.

This property does not appear eligible for the National Register of Historic Places. Although the integrity of this property is good, it is not a particularly good example of the architectural style or of a method of construction. Research in local historical records has not uncovered any significant associations of the occupants.

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. References:

Oakland City Directories and telephone books, 1915-1965; Alameda Co. Assessor's Property records; Block Books; Sanborn's Fire Insurance Maps of Oakland, 5: 502 (1925/1931 update; 1929/1950 update).

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, #3

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 3503 East 8th Street

P1. Other Identifier: _____
*P2. Location: ___ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 3503 East 8th Street City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 033-2201-28.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This modest dwelling, set well back from the street behind a board fence, is a small wood-frame residence of roughly rectangular plan. The one-story structure has a gable roof, set perpendicular to the street, and an entry porch under an extended shed roof on the north side. There is a shed-roofed addition on the south side. Windows are one-over-one double hung type; most appear to have been replaced with aluminum frame. Cladding is asbestos shingle siding. A free-standing garage is located at the north side of the lot adjacent to the street.

The setting is a mix of small-scale residential and industrial: the house faces East 8th Street, which has been a freeway frontage road since the freeway was constructed in 1949-1950.

*P3b. Resource Attributes: (List attributes and codes) HP2-single family property
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.)
northeast elevation
12/3/97
*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1900
(Sanborn's map, 1903/1911)
*P7. Owner and Address:
Ramona Chang
2215 Fernwood Ct.
Hayward, CA 94541
*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660
*P9. Date Recorded: Dec. 1997
*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 3503 East 8th Street

B1. Historic Name: -

B2. Common Name: -

B3. Original Use: residence B4. Present Use: residence

*B5. Architectural Style: Wood-frame vernacular

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

c. 1900 (estimated per Sanborn's map, 1903/1911; (asbestos siding added c. 1950, per County tax assessor's records).

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____

*B8. Related Features:

Board fence at front edge of property.

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme: _____ Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

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

A Sanborn's map of 1903 (updated 1911) appears to show this dwelling, suggesting that it may have existed well before the estimated date of c.1912 given in tax records. However, the first identifiable resident and owner was John A. Pilgrim, a deckhand/mariner, and his wife Edith. The Pilgrims were listed as owner/occupants here from 1922 through 1941.

The dwelling is located in one of a number of pockets of modest single-family residential housing located in an area of Oakland which had developed into a mixed industrial-residential area by the first decade of the 20th century. The American Can Company, a very large factory and area employer, was located two blocks south of this property from 1918 to 1994.

This property does not appear eligible for the National Register of Historic Places. The dwelling is not a particularly good example of the architectural style or of a method of construction. Research in local historical records has not uncovered any significant associations of the occupants.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Oakland City Directories and telephone books, 1910-1965;
Alameda Co. Assessor's Property records; Block Books;
Sanborn's Fire Insurance Maps of Oakland, 2: 246 (1903/1911 update);
5: 502 (1925/1931 update; 1929/1950 update).

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland

*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, #4.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 3511 East 8th Street

P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 3511 East 8th Street City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 033-2201-29.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This property contains a hip-roofed dwelling of one story and roughly rectangular plan, set on a high basement with later basement garage. On the southeast corner is a projecting gabled portico supported by simple Doric columns, and reached by a stairway which is not original. The front door and all visible windows appear to have been replaced. Cladding of the frame structure is wood shingle, also not original.

The setting is a mix of small-scale residential and industrial: the house faces East 8th Street, which has been a freeway frontage road since the freeway was constructed in 1949-1950.

*P3b. Resource Attributes: (List attributes and codes) HP2-single family property
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.)
northeast elevation
12/3/97

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1911 (City Directory)

*P7. Owner and Address:
Kai T. & Karen C. Cheng
3511 East 8th Street
Oakland, CA 94601

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 3511 East 8th Street

B1. Historic Name: -
B2. Common Name: -
B3. Original Use: residence B4. Present Use: residence
*B5. Architectural Style: Wood-frame vernacular, Queen Anne cottage
*B6. Construction History: (Construction date, alterations, and date of alterations)
c. 1911 (City Directory). Shingle siding is a later addition of unknown date; windows and door replaced.

*B7. Moved? X No _ Yes _ Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The first owner/occupant of this property was Albert S. Bulfinch and wife Anne, who are listed as residing at the property from 1912 to 1925. During that time period Bulfinch listed a number of different occupations: teamster, clerk of Fruitvale Camp, a collector, and an employee of the Oakland Tribune circulation department.

The dwelling is located in one of a number of pockets of modest single-family residential housing located in an area of Oakland which had developed into a mixed industrial-residential area by the first decade of the 20th century. The American Can Company, a very large factory and area employer, was located two blocks south of this property from 1918 to 1994.

This property does not appear eligible for the National Register of Historic Places. The dwelling is not a particularly good example of the architectural style or of a method of construction, and has lost integrity due to many alterations. Research in local historical records has not uncovered any significant associations of the occupants.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Oakland City Directories and telephone books, 1910-1965; Alameda Co. Assessor's Property records; Block Books; Sanborn's Fire Insurance Maps of Oakland, 5: 502 (1925/1931 update; 1929/1950 update).

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, #5.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 3515 East 8th Street

P1. Other Identifier: _____
*P2. Location: ___ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 3515 East 8th Street City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 033-2184-01.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This property contains a hip-roofed dwelling of one story and roughly rectangular plan, set on a high basement. On the northeast corner is a projecting gabled portico supported by simple Doric columns, and reached by a wood stairway which appears to be original. Flanking the portico on the southeast side of the front elevation is a shallow three-sided bay window with one-over-one double hung windows. The front door and all visible windows appear original. Cladding of the frame structure is narrow gauge drop siding. There is a free-standing garage at the rear of the property. The parcel is surrounded by a high chain-link and board fence.

The setting is a mix of small-scale residential and industrial: the house faces East 8th Street, which has been a freeway frontage road since the freeway was constructed in 1949-1950.

*P3b. Resource Attributes: (List attributes and codes) HP2-single family property
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.)
northeast elevation
12/3/97

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1912
(County tax assessor's records)

*P7. Owner and Address:
Hilary Landberg
5337 College Ave., #401
Oakland, CA 94618

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 3515 East 8th Street

B1. Historic Name: -
B2. Common Name: -
B3. Original Use: residence B4. Present Use: residence
*B5. Architectural Style: Wood-frame vernacular, Queen Anne cottage
*B6. Construction History: (Construction date, alterations, and date of alterations)

c. 1912 (County tax assessor's records).

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Research in local historical records has not yielded the name of the first owner or occupant of this house. County tax assessor's records indicate a construction date of c. 1912 for the dwelling. The dwelling is located in one of a number of pockets of modest single-family residential housing located in an area of Oakland which had developed into a mixed industrial-residential area by the first decade of the 20th century. The American Can Company, a very large factory and area employer, was located two blocks south of this property from 1918 to 1994.

A later owner/occupant of this property was Harry G. Hoffman, a musician, who resided here with his wife Genevieve from 1927 to c. 1936.

This property does not appear eligible for the National Register of Historic Places. The dwelling is a good example of the architectural style and retains integrity, although many similar examples of the style abound. Local history research has not uncovered any significant associations of the occupants.

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. References:

Oakland City Directories and telephone books, 1910-1965; Alameda Co. Assessor's Property records; Block Books; Sanborn's Fire Insurance Maps of Oakland, 5: 502 (1925/1931 update; 1929/1950 update).

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, # 6.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 3640 East 9th Street

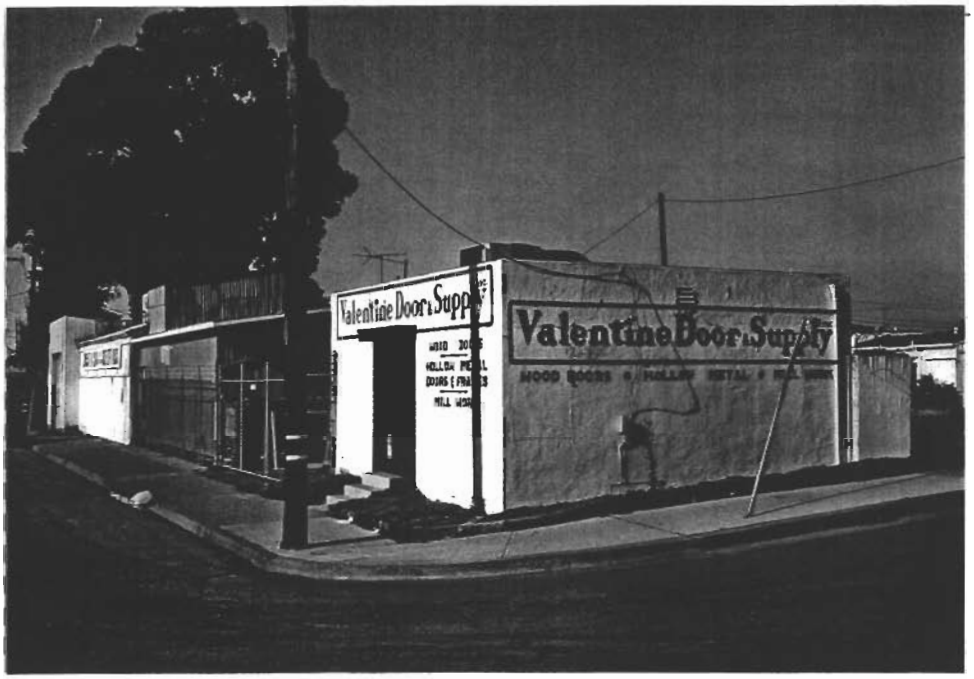
P1. Other Identifier: -
*P2. Location: ___ Not for Publication _X_ Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 3640 East 9th Street City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 033-2180-002-01.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This parcel is located between 37th Avenue, the Southern Pacific Railroad tracks, and East 9th Street, which has been a freeway frontage road since the freeway was constructed in 1949-1950. The property consists of two buildings with a paved and fenced storage yard between. The office at the northeast corner of 37th Avenue and East 9th Street is a small wood-frame structure with flat roof, clad in stucco. Door surrounds are simple; there are vestiges of windows which have been closed up and stuccoed over. Along the north end of the parcel is a warehouse/ garage of corrugated metal over frame. The setting is a mix of small-scale residential and industrial, intersected by freeway and railroad.

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building
*P4. Resources present: _X_ Building __ Structure __ Object __ Site __ District __ Element of District __ Other



P5b. Description of Photo: (View, Date, etc.) south, west elevations, 12/1/1997

*P6. Date Constructed/ Age and Sources: _X_ Historic __ Prehistoric __ Both
c. 1949 (County tax assessor records)

*P7. Owner and Address:
George E. Valentine II
707 Collier Drive
San Leandro, CA 94577

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project in the City of Oakland, ALA-880 PM 27.4/ 28.0, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) 3640 East 9th Street

B1. Historic Name: -
B2. Common Name: -
B3. Original Use: commercial B4. Present Use: commercial
*B5. Architectural Style: 20th century utilitarian
*B6. Construction History: (Construction date, alterations, and date of alterations)

Constructed c. 1949, unspecified alterations in 1976, per assessor's tax records.

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. Related Features:

Southern Pacific Railroad line along northeast side of structure.

B9a. Architect: unknown b. Builder: unknown
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This small structure appears in a Sanborn's Fire Insurance Map of 1950 as a roofing materials warehouse, a use which continued (Western Roofing Company) through the 1960s. The current use of the property is a door supply company, including some millwork.

Little information has come to light during research to suggest any significant historical associations with this property. The building was never an important example of its style, type or method of construction, and has lost integrity through alterations. The property does not appear eligible for the National Register.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
Alameda Co. Assessor's Property records; Block Books;
Sanborn's Fire Insurance Maps of Oakland, 5: 511
(1925/1931 update; 1929/1950 update);
Oakland City Directories and Telephone Books, 1945-1970.

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, #7.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 846 35th Avenue

P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 846 35th Avenue City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor's Parcel Number: 033-2185-009.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This one and one-half story dwelling on a high basement has a rough L-plan below intersecting hip roofs. The wood frame structure is clad in shingles above a concrete foundation. The gable end faces front (northwest) to the street and has molded barge boards with applied roundels and decorative, molded latticework in the peak of the gable end; these are the only remaining visible Queen Anne style elements of the historic design. An entry is recessed into the main bay of the house and reached by a wooden stair, while a second entrance provides access to the west section of the dwelling. All doors, windows, and stairs have been replaced and many have been reconfigured or appear to be in non-historic locations.

The setting is a mix of small-scale residential and industrial in a small neighborhood bounded by the Southern Pacific Railroad on the east and the I-880 freeway (since 1949-1950) on the west.

*P3b. Resource Attributes: (List attributes and codes) HP3-multiple family property
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.)
northeast elevation
12/3/97

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1900
(Sanborn's map, 1903/1911)

*P7. Owner and Address:
Vincent & Geraldine Y. Tong, Tr., et al
1060 Noth 4th Street
San Jose, CA 95112

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 846 35th Avenue

B1. Historic Name: -

B2. Common Name: -

B3. Original Use: residence B4. Present Use: residence (3 apartments)

*B5. Architectural Style: Folk Victorian with late Queen Anne details

*B6. Construction History: (Construction date, alterations, and date of alterations)
c. 1900 (per Sanborn's map, 1903); converted into three units c. 1929 (per County tax assessor's records).

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This dwelling is shown on a Sanborn's map of 1903/1911, although no original owners/occupants have been identified. Before 1913, the original street name was Tevis Avenue. Lloyd Johnson, an auto mechanic, and wife Mary, resided here during the 1920s; Frank Centoni, a laborer, and wife Mary, were residents from the late 1930s through the 1960s.

The dwelling is located in one of a number of pockets of modest, mostly single-family residential housing located in an area of Oakland which had developed into a mixed industrial-residential area by the first decade of the 20th century. The American Can Company, a very large factory and area employer, was located a few blocks southwest of this property from 1918 to 1994.

This property does not appear eligible for the National Register of Historic Places. The property has lost integrity many times over through numerous additions and alterations. Research in local historical records has not uncovered any significant associations of the few occupants who have been identified.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Oakland City Directories and telephone books, 1905-1967;
Alameda Co. Assessor's Property records; Block Books;
Sanborn's Fire Insurance Maps of Oakland, 2: 246 (1903/1911 update);
5: 502 (1925/1931 update; 1929/1950 update).

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland

*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, #8.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 854 35th Avenue

P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 854 35th Avenue City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

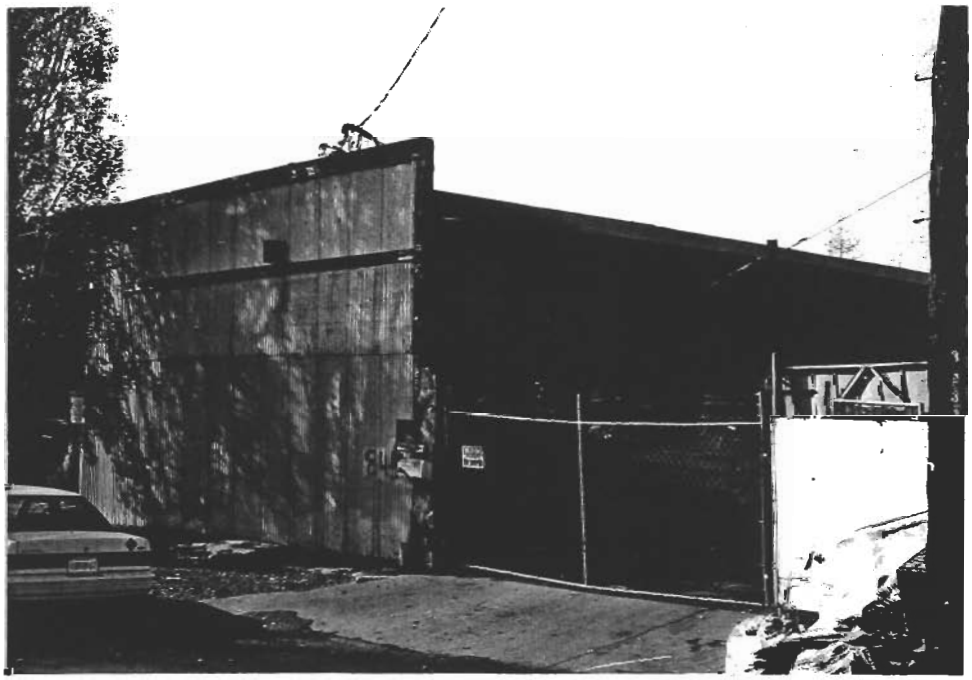
Assessor's Parcel Number: 033-2185-009.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This property is an irregular parcel with frontage on both 35th and 36th Avenues; Southern Pacific Railroad tracks are next to the northeast side of the parcel. There is a 28' x 150' shed on the property, the end of which faces 36th Avenue. The shed is faced and roofed mostly in corrugated metal siding; one long side facing northeast is largely open. The parcel is fenced off and the rear portion of the building is difficult to see; some of the building may have been converted to residential use.

The setting is a mix of small-scale residential and industrial in a small neighborhood bounded by the Southern Pacific Railroad on the east and the I-880 freeway (since 1949-1950) on the west.

*P3b. Resource Attributes: (List attributes and codes) HP8- industrial building/complex
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other



P5b. Description of Photo: (View, Date, etc.) southeast elevation (from 36th Ave.) 12/2/97
*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1930 (County tax assessor's records)
*P7. Owner and Address: Julian Abasolo 2520 Clement Ave. Alameda, CA 94501
*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660
*P9. Date Recorded: Dec. 1997
*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 854 35th Avenue

B1. Historic Name: -
B2. Common Name: _____
B3. Original Use: industrial B4. Present Use: industrial/ possibly also residential
*B5. Architectural Style: 20th century utilitrian industrial
*B6. Construction History: (Construction date, alterations, and date of alterations)

c. 1930 (per County tax assessor's records).

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This site was one of several scattered, non-contiguous lumber yards of the Eureka Mill and Lumber Company (originally named the East 14th Street Planing Mill), whose primary business location was nearby on East 14th Street. The company was begun in 1907 and at that time it was the fourth planing mill to go into business in the then-unincorporated community of Fruitvale. That the neighborhood could boast four lumber mills was seen as proof of its rapid growth, similar to many East Bay communities in the period immediately following the San Francisco Earthquake of 1906. County tax records indicate an estimated construction date of 1930 for this shed. The site was still being used for outdoor lumber storage as late as1961, according to Caltrans aerial photographs; by the mid-1960s the company had moved to Fremont.

This property does not appear eligible for the National Register of Historic Places. This structure was a small part of a larger business without significant local history associations, and the shed was never an important example of a type, style, or method of construction.

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. References:

Oakland City Directories and telephone books, 1905-1967;
Alameda Co. Assessor's Property records; Block Books;
Sanborn's Fire Insurance Maps of Oakland, 5: 503 (1929/1950 update);
Caltrans aerial photos ASC.# 450-2 (1961), ASC 9241 (1992);
"New Planing Mill," *Fruitvale Progress* 16 Aug 1907, p. 1:1;
Bolts and Nuts 18 Aug 1925, p. 3;
"Final Rites for F. L. Parker," *East Oakland News* 10 Sept. 1953 p. 1.

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, #9.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 740 36th Avenue

P1. Other Identifier: _____
*P2. Location: ___ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 740 36th Avenue City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

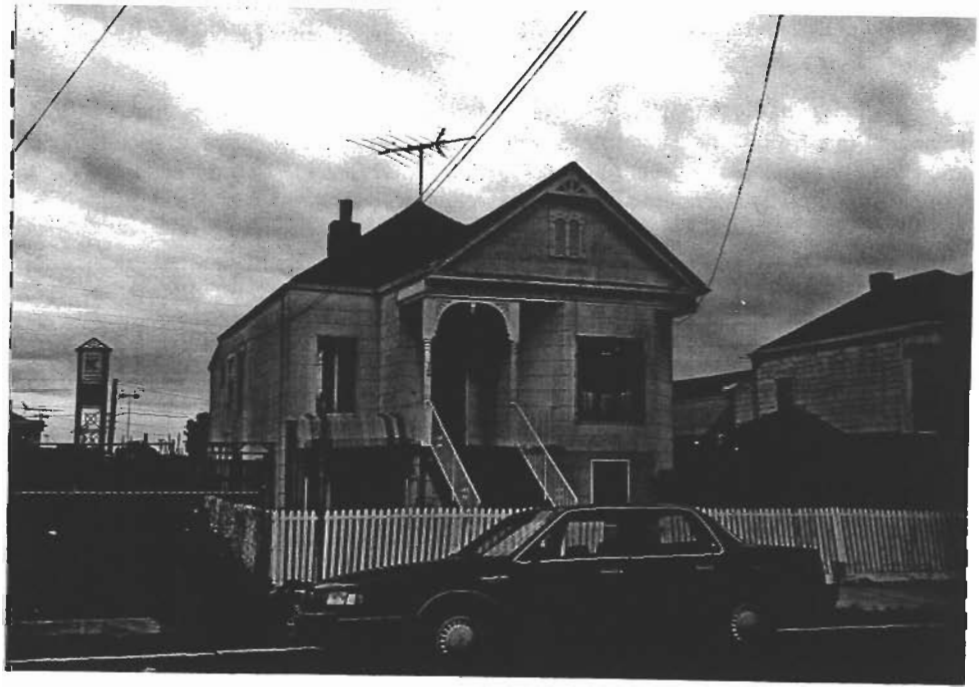
Assessor's Parcel Number: 033-2181-016-01.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This Queen Anne style cottage is one and one-half stories on a high basement below intersecting hip roofs. The wood frame structure is clad in asbestos shingles above a concrete foundation. A projecting gabled bay contains the entry and a three-sided bay and front (northwest) to the street. A few Queen Anne style ornamental details remain: the paneled front door and the turned porch posts below jigsawn brackets at the entry, applied roundels on the cornice, and a small ornamental device at the peak of the gable. Otherwise the house appears to have been significantly altered: all windows appear to have been replaced with aluminum frame windows, and probably in non-historic shapes; the house has non-original asbestos cladding; the front stairs appear to be recent; and an apartment has been constructed in the basement with a separate entrance shaded by a metal awning.

The setting is a mix of small-scale residential and industrial: the house is one parcel west of the intersection of 36th Avenue and East 8th Street, which has been a freeway frontage road since the freeway was constructed in 1949-1950.

*P3b. Resource Attributes: (List attributes and codes) HP3-multiple family property
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other



P5b. Description of Photo: (View, Date, etc.)
northwest elevation
12/3/97

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1907
(City Directory)

*P7. Owner and Address:
Janice S. Tong
740 36th Avenue
Oakland, CA 94601

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998) and Oakland Cultural Heritage Survey (CLG Project #06-95-10104, 9/30/96).

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 740 36th Avenue

B1. Historic Name: -

B2. Common Name: _____

B3. Original Use: single-family residence B4. Present Use: residence (2 apartments)

*B5. Architectural Style: Folk Victorian with late Queen Anne details

*B6. Construction History: (Construction date, alterations, and date of alterations)
c. 1907 (per City Directory); alterations (aluminum windows, asbestos shingle) date to 1960 (per County tax assessor's records).

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme: _____ Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

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

This dwelling appears on a Sanborn's map (1903, updated through 1911); before 1913 the address was 920 Wheeler Avenue. The house was probably constructed c. 1907, and the earliest identifiable owner/occupants were Charles C. Taylor, a Pullman porter, and Mrs. Virginia L. Taylor , a widow, in 1908. One or both of the Taylors (presumably mother and son) resided at the property until about 1917. Frank M. Costa, a laborer/factory worker, and wife Mary, lived in the dwelling from c. 1925 to 1940. The dwelling is located in one of a number of pockets of modest, mostly single-family residential housing located in an area of Oakland which had developed into a mixed industrial-residential area by the first decade of the 20th century.

This residence was included in the "36th Avenue/East 8th Street District" by the Oakland Cultural Heritage Survey (CLG Project #06-95-10104, 1996), a district of secondary historical importance, not National Register eligible. 740 36th Avenue was given an individual preliminary rating of Dc2+, which is equivalent to a National Register status code of 5 (not eligible for National Register but of local interest).

This property does not appear eligible for the National Register of Historic Places. The property has lost integrity through numerous alterations. Research in local historical records has not uncovered any significant associations of the few occupants who have been identified. In addition, the "36th Avenue/East 8th Street District" also does not appear to be eligible for the National Register because too many individual structures have lost integrity through alterations.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Oakland City Directories & telephone books, 1905-1967; Alameda Co. Assessor's Property records; Block Books; Sanborn's Fire Insurance Maps of Oakland, 2:246 (1903/1911 update), 5: 509 (1925/1931 update; 1929/1950 update); Primary Record form, "36th Avenue/East 8th Street District" (CLG Project #06-95-10104, 1996).

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland

*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, #10.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) 748 36th Avenue & 3615 East 8th Street

P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 748 36th Avenue & 3615 East 8th Street City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 033-2181-001-1.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This parcel at the southwest corner of 36th Avenue and East 8th Street contains two small, one-story houses and a freestanding garage. 748 36th Avenue is a small, gable-roofed house with a minimal entry porch centered on the long side. There is a shed-roofed wing at the rear and a second, side porch on the East 8th Street side. The house is clad in artificial brick composition siding and has a concrete foundation. Windows appear to be one-over-one, double-hung type with minimal surrounds, but are obscured by security grilles. The wood-frame entry appears to be of relatively recent construction. The second house on the property (3615 East 8th Street), is a stucco-clad frame structure located at the rear (southeast) end of the lot. This L-plan dwelling has a hip roof with curved rafter tails, double-hung four-over-four windows with ornamental shutters, and a small pent roof over the entry, which faces southeast. The parcel is enclosed with chain-link fence. The setting is a mix of small-scale residential and industrial adjacent to East 8th Street, which has been a freeway frontage road since the freeway was constructed in 1949-1950.

*P3b. Resource Attributes: (List attributes and codes) HP 2 single-family property (2 separate houses)
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.) _____
northwest elevations
12/3/97
*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1905 (City Directory); 1948 (County Tax Assessor Records)
*P7. Owner and Address:
Fred A. Costa
748 36th Avenue
Oakland, CA 94601
*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660
*P9. Date Recorded: Dec. 1997
*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998) and Oakland Cultural Heritage Survey (CLG Project #06-95-10104, 9/30/96).

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 748 36th Avenue & 3615 East 8th Street

B1. Historic Name: -

B2. Common Name: -

B3. Original Use: single-family residences (2) B4. Present Use: single-family residences (2)

*B5. Architectural Style: Folk Victorian (minimal); mid-20th century utilitarian with minimal period revival details

*B6. Construction History: (Construction date, alterations, and date of alterations)
748 36th Avenue: c. 1905 (per City directory); alterations include composition siding, security grilles on windows and doors. 3615 East 8th Street: 1948 (per County tax assessor records).

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The dwelling at 748 36th Avenue was probably constructed in 1905, as the first owner/occupant was listed in the 1906 City Directory at this address. Before 1913, the addess was 924 Wheeler Avenue. Frank Vernon, a teamster for a lumber company, lived in the house from 1906 through 1918; Mrs. Wilson S. (Flora) Vernon, a widow and presumably his mother, boarded with him. The house at the rear of the lot (3615 East 8th Street), according to tax records, is a "prefab postwar building used for rental,", and was constructed in 1948. The dwellings are located in one of a number of pockets of modest, mostly single-family residential housing located in an area of Oakland which was just developing into a mixed industrial-residential area after the first decade of the 20th century.

This residence was included in the "36th Avenue/East 8th Street District" by the Oakland Cultural Heritage Survey (CLG Project #06-95-10104, 1996), a district of secondary historical importance, not National Register eligible. 748 36th Avenue was given an individual preliminary rating of Dc2+; 3615 East 8th Street was given a rating of F2- (and an incorrect estimated date of 1906); both ratings are equivalent to a National Register status code of 5 (not eligible for National Register but of local interest).

Neither house on the lot appears eligible for the National Register of Historic Places. The older building on 36th Avenue has lost integrity through alterations; neither it nor the 1948 structure are important examples of a type, style, or method of construction. Research in local historical records has not uncovered any significant associations of the identifiable occupants. In addition, the "36th Avenue/East 8th Street District" also does not appear to be eligible for the National Register because too many individual structures have lost integrity through alterations.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Oakland City Directories & telephone books, 1905-1967; Alameda Co. Assessor's Property records; Block Books; Sanborn's Fire Insurance Maps of Oakland, 2: 246 (1903/1911 update), 5: 509 (1925/1931 update; 1929/1950 update); Primary Record form, "36th Avenue/East 8th Street District" (CLG Project #06-95-10104, 1996).

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, #11.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 3 *Resource Name or # (Assigned by recorder) 748 36th Avenue & 3615 East 8th Street

*Recorded by: Elizabeth Krase *Date: 2/26/98 __ Continuation X Update

3615 East 8th Street, constructed 1948
(At rear of 748 36th Avenue, AP# 033 2181 001)

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: (Assigned by recorder) 834-838 36th Avenue

P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 834-838 36th Avenue City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor's Parcel Number: 033-2180-007-01.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This parcel is located at the southeast corner of 36th Avenue and East 9th Street, which is a freeway frontage road. The small, one-story frame dwelling has a gable roof set parallel to 36th Avenue and a shed-roofed porch along the entire front elevation supported by simple wooden posts. The front elevation is clad in wood shingles, while the sides are clad with recent plywood siding. A central front door (not original) is flanked by a one-over-one double-hung window on each side. The house has several additions to the rear. Windows on the sides of the house have been replaced with aluminum-frame windows in what appear to be non-historic configurations. Tax records indicate there is a brick foundation. Much of the house is obscured by a very large deciduous tree in back of the house.

The setting is a mix of small-scale residential and industrial in a small neighborhood bounded by the Southern Pacific Railroad on the east and the I-880 freeway (since 1949-1950) to the west.

*P3b. Resource Attributes: (List attributes and codes) HP2- single family property
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.) northwest elevation 12/3/97
*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1900 (County tax assessor's records)
*P7. Owner and Address: Archie E. & Isabella Moen, Tr. 1755 Sanchez Street San Francisco, CA 94131
*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660
*P9. Date Recorded: Dec. 1997
*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 834-838 36th Avenue

B1. Historic Name: -

B2. Common Name: -

B3. Original Use: residence B4. Present Use: residence

*B5. Architectural Style: 19th century frame vernacular cottage.

*B6. Construction History: (Construction date, alterations, and date of alterations)
c. 1900 (per County tax assessor's records).

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____

*B8. Related Features:
Picket and vertical board fence at property line.

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Tax records indicate a date of c. 1900 for this dwelling, which is shown on a Sanborn's map of 1903 (updated to 1911). Before 1913, 36th Avenue was called Wheeler Avenue. Edward and Anna Toal resided at this address in 1905, and possibly as early as 1900. Toal's occupation was listed variously as ironworker, piledriver, and bridge builder during the period of his residence; his widow occupied the residence through 1930.

Originally a mid-block parcel, the lot was slightly reduced in size and re-shaped by the construction of the adjacent I-880 freeway in 1949-1950.

This property does not appear eligible for the National Register of Historic Places. The property has lost integrity many times over through numerous additions and alterations. Research in local historical records has not uncovered significant associations of the occupants.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Oakland City Directories and telephone books, 1889-1967; Alameda Co. Assessor's Property records; Block Books; Sanborn's Fire Insurance Maps of Oakland, 2: 246 (1903/1911 update), 5: 511 (1925/1931 update; 1929/1950 update).

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland

*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, #12.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: (Assigned by recorder) 837 36th Avenue

P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 837 36th Avenue City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor's Parcel Number: 033-2185-004.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This one-story dwelling on a very high basement has channel rustic siding and rests on a stucco-clad brick foundation. The frame house has a gable roof, set parallel to the street; a projecting, shed roofed entry porch with stairs is also enclosed with channel rustic siding. A shed-roofed addition extends toward the rear of the property. Most windows appear originally to have been double hung type with simple surrounds; all but two have been replaced with aluminum frame. Metal visor awnings have been added over two side windows and the front door, which is obscured by a security grille. There is a molded frieze band on the front elevation, probably a marginal vestige of Greek Revival style.

A second structure at the rear of the property, 833 36th Avenue, is a small frame building constructed in 1968, according to tax records. The setting is a mix of small-scale residential and industrial in a small neighborhood bounded by the Southern Pacific Railroad on the east and the I-880 freeway (since 1949-1950) to the west.

*P3b. Resource Attributes: (List attributes and codes) HP2- single family property
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.)
southwest elevation
12/3/97

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1896
(County tax assessor's records)

*P7. Owner and Address:
Crespin, Delfino, Jr. & Emma, Tr.
2712 Bayview Drive
Alameda, CA 94501

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 837 36th Avenue

B1. Historic Name: -

B2. Common Name: -

B3. Original Use: residence B4. Present Use: residence, dog kennel

*B5. Architectural Style: Vernacular cottage with marginal Greek Revival detail

*B6. Construction History: (Construction date, alterations, and date of alterations)
c. 1893 (per County tax assessor's records); windows replaced, entrance porch enclosed; foundation stuccoed.

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme: _____ Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

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

Tax records indicate a date of 1893 for this dwelling. Henry and Louise Drapel owned and resided at the property as early as 1897 (they resided in the immediate vicinity as early as 1893, possibly at this location, although city directory listings are inconclusive.); Drapel's widow resided in the house through 1960. Drapel was a gardener who operated a nursery at this location, whose address before 1913 was 13 Wheeler Avenue. Sanborn's maps of 1903-1911 and 1925-1931 show a tankhouse with a windmill and several greenhouses on the lot, which originally measured 100' x 150'.

The parcel was halved by the construction of the freeway in 1949-50, and the greenhouses were presumably removed at that time. Since 1964 a dog kennel, Russell's Boarding Kennels, "the home of happy dogs," has occupied the site; a kennel structure was built at the rear of the lot in 1968, according to tax records.

This property does not appear eligible for the National Register of Historic Places. The property has lost integrity many times over through numerous additions and alterations. Research in local historical records has not uncovered any significant associations of the occupants.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Oakland City Directories and telephone books, 1889-1967; Alameda Co. Assessor's Property records; Block Books; Sanborn's Fire Insurance Maps of Oakland, 2:246 (1903/1911 update), 5: 503 (1925/1931 update; 1929/1950 update).

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland

*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, # 13.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) 840 & 844 36th Avenue

P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 840 & 844 36th Avenue City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor's Parcel Number: 033-2180-001.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This parcel at the southwest corner of 36th Avenue and the Southern Pacific Railroad tracks contains two dwellings. The oldest dwelling on the lot (844 36th Avenue) sits at the far rear (south) end of the parcel, and is a one-story rectangular-plan cottage with a pyramidal roof. A cutaway corner porch is located at the northeast corner of the frame structure, which is clad channel rustic siding. A diamond-shaped window lights the entry; other visible windows appear to be single and paired one-over-one double-hung wood sash. Condition of the small dwelling appears to be good, integrity high. The second house on the property (840 36th Avenue) is one-story on a very high foundation. A large central bay projects forward and contains angled front bay windows on each level. A non-original stairway leads to a wooden porch supported by turned wood posts. The roof is a shallow gable, and has been reconstructed following a roof fire in a non-historic configuration. The parcel is enclosed by a picket fence.

The setting is a mix of small-scale residential and industrial in a small neighborhood bounded by the Southern Pacific Railroad on the east and the I-880 freeway (since 1949-1950) to the west.

*P3b. Resource Attributes: (List attributes and codes) HP2 single-family property (2 separate houses)
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.)
northeast elevation
12/3/97

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1907
(County tax assessor records)

*P7. Owner and Address:
Archie E. & Isabella Moen, Tr.
1755 Sanchez Street
San Francisco, CA 94131

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 840 & 844 36th Avenue

B1. Historic Name: -
B2. Common Name: -
B3. Original Use: single-family residence B4. Present Use: single-family residences (2)
*B5. Architectural Style: Folk Victorian cottage (844); Queen Anne cottage (840)
*B6. Construction History: (Construction date, alterations, and date of alterations)

844 36th Avenue: c. 1907 (per County tax assessor records). 840 36th Avenue: c. 1900, moved on site and foundation constructed in 1950, roof repaired 1990 (per County tax assessor records).

*B7. Moved? X No X Yes __ Unknown Date: 1950 Original Location: unknown
*B8. Related Features:

Picket fence along lot lines.

B9a. Architect: unknown b. Builder: unknown
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Tax records indicate a construction date of c. 1907 for the dwelling at 844 36th Avenue, which is confirmed by its appearance on a Sanborn's map of 1903 as updated in 1911. Before 1913 the street was named Wheeler Avenue. No early owners or occupants for this dwelling have been identified. The house at 840 36th Avenue was a Queen Anne cottage of similar date, but was moved to the site in 1950, and has been drastically altered.

Neither house on the lot appears eligible for the National Register of Historic Places. The older building at 844 36th Avenue has good integrity, although it is not an important example of a type, style, or method of construction. Research in local historical records has not identified any occupants. 844 36th Avenue does not appear eligible because it has lost integrity through many alterations.

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. References:

Oakland City Directories & telephone books, 1900-1967; Alameda Co. Assessor's Property records; Block Books; Sanborn's Fire Insurance Maps of Oakland, 2:246 (1903/1911 update), 5: 511 (1925/1931 update; 1929/1950 update).

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map, #14.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 3 *Resource Name or # (Assigned by recorder) 840 & 844 36th Avenue

*Recorded by: Elizabeth Krase *Date: Dec. 1998 __ Continuation __ Update

840 36th Avenue, northwest elevation

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) 745 37th Avenue

P1. Other Identifier: _____
*P2. Location: ___ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 745 37th Avenue City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 033-2181-002.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This Queen Anne style house is one story on a high basement and is in good condition. The wood-frame dwelling was originally of generally rectangular plan under a gable roof set perpendicular to 37th Avenue; a shed roofed addition on the west side has created an L-plan. There is a cutaway front entry porch supported by turned posts and decorative jigsawn brackets; the wood front stairway with turned stairposts appears original. Cladding is channel rustic with fish-scale shingles in the gable end. Windows are single and paired one-over-one double-hung wood sash. The addition on the west side contains a basement garage.

The setting is a mix of small-scale residential and industrial: the house is located on the northwest corner of 37th Avenue and East 8th Street, which has been a freeway frontage road since the freeway was constructed in 1949-1950.

*P3b. Resource Attributes: (List attributes and codes) HP2-single family property
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.)
northwest elevation
12/3/97

*P6. Date Constructed/ Age and Sources: X Historic
__ Prehistoric __ Both
c. 1900
(County tax assessor's records)

*P7. Owner and Address:
Loi Q. Vuong
3616 Kingsley St.
Oakland, CA 94610

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998) and Oakland Cultural Heritage Survey (CLG Project #06-95-10104, 9/30/96).

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 745 37th Avenue

B1. Historic Name: -
B2. Common Name: _____
B3. Original Use: single-family residence B4. Present Use: residence
*B5. Architectural Style: Queen Anne
*B6. Construction History: (Construction date, alterations, and date of alterations)

c. 1900; sleeping porch addition to west side was constructed in 1931 (Building permit A48328).

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This house was constructed about 1900. The house was owned and presumably constructed for Henry A. Pleitner, a real estate developer and insurance broker. Pleitner, a German immigrant who started his business in 1888, developed a number of tracts in the Fruitvale neighborhood and by 1906 was recognized as "a builder of neat, tasteful cottages and dwelling houses." Pleitner did not reside in this house, and no early occupants have been identified. Before 1913, the address was 927 Merrill Avenue. From 1917 through 1925 Edwin Landi, a watchman, resided here with his wife Mary. Peter N Camozzi, a foreman with United Iron Works, and wife Esther resided here from c. 1933 through the mid-1960s.

This residence was included in the "36th Avenue/East 8th Street District" by the Oakland Cultural Heritage Survey (CLG Project #06-95-10104, 1996), a district of secondary historical importance, not National Register eligible. 740 36th Avenue was given an individual preliminary rating of C2+, which is equivalent to a National Register status code of 5 (not eligible for National Register but of local interest).

(See continuation sheet.)

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

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map # 15.

*B10. **Significance** (continued)

This property does not appear eligible for the National Register of Historic Places because the addition has caused a loss of integrity. Although Pleitner appears to have been a locally significant figure in the early development of East Oakland, his real estate office or house in Fruitvale, if extant, would be more appropriate properties associated with him. Research in local historical records has not uncovered any significant associations of the few occupants who have been identified. In addition, the "36th Avenue/East 8th Street District" does not appear to be eligible for the National Register because too many individual structures have lost integrity through alterations.

*B12. **References**

Oakland Block Books
Oakland Building Permits
Oakland City Directories & telephone books, 1905-1960
Sanborn's Fire Insurance Maps of Oakland, 2:246 (1903/1911 update), 5: 509 (1925/1931 update; 1929/1950 update)
Primary Record form, "36th Avenue/East 8th Street District" (CLG Project #06-95-10104, 1996)
Ellis A. Davis, *Davis' Commercial Encyclopedia of the Pacific Southwest* (1911,1914, p. 299)
J.M. Guinn, *History of the State of California and Biographical Record of Oakland and Environs* (Los Angeles: Historic Record Co., 1907), pp. 819-820
"H.A. Pleitner," *Fruitvale Progress* 24 April 1908, p. 1:1.
"Pleitner Sells Much Fruitvale Property," *Oakland Enquirer* 1 January 1906, p. 23.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 13 *Resource Name or #: (Assigned by recorder) 850 42nd Avenue

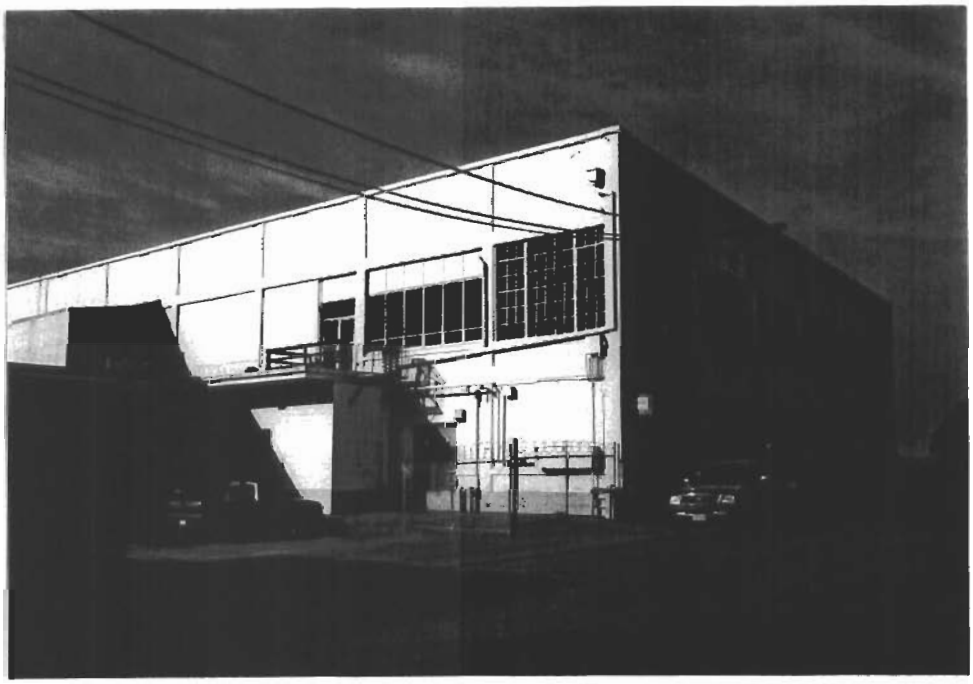
P1. Other Identifier: Clorox Chemical Company
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 850 42nd Avenue City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 033-2171-001-1.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This industrial complex occupies a two-acre block, and is bounded by Wattling Street, High Street, the Southern Pacific Railroad tracks, and the 42nd Avenue undercrossing. The primary building on site is a large concrete factory structure, two tall stories in height and generally rectangular in plan which faces Wattling Street at the north end of the parcel. The concrete structure is utilitarian, but has a minimalist classical facade division: slightly projecting pilasters extend the height of the front facade, vertically subdividing the elevation into six bays. Bands of large, multi-pane industrial sash light both floors. There appear to have originally been two pairs of double doors along the Wattling Street facade, symmetrically arranged; one has been reconfigured as a window. There is a flat roof and a capped parapet. A one-story entrance and loading dock projects from the north side of the structure. Appended to this structure to the south are a four-bay loading dock and a tall one-story wood-frame warehouse clad in lap siding with a large open entry on Wattling Street. A collection of steel tanks is located on the west side, adjacent to the railroad tracks. At the time of this survey, the property appeared to be used only for storage. According to the company public relations department, bleach production at the site ended by 1992, and the property currently is for sale. The setting is industrial.

*P3b. Resource Attributes: (List attributes and codes) HP6-industrial building/complex
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other



P5b. Description of Photo: (View, Date, etc.) east & south elevations 12/02/1997

*P6. Date Constructed / Age and Sources: X Historic __ Prehistoric __ Both
1924-25, 1946, 1956, c. 1967 (Sanborn's maps, Building permits)

*P7. Owner and Address:
Clorox Co. Ohio Corp.
P.O. Box 24305
Oakland, CA 94623

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998) and Oakland Cultural Heritage Completion Report, CLG Project #06-93-80101, 9/30/94 (URM Citywide)

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

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

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 13

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 850 42nd Avenue

B1. Historic Name: Clorox Chemical Company
B2. Common Name: Clorox Chemical Company
B3. Original Use: factory/warehouse/office B4. Present Use: office/garage/warehouse
*B5. Architectural Style: 20th century concrete industrial
*B6. Construction History: (Construction date, alterations, and date of alterations)
1913; 1924-25; 1946; 1956; c. 1967.

*B7. Moved? __No __Yes X Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: T.E. Fuemer b. Builder: [for Clorox Chemical Co.]
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

While the Clorox Chemical Company plant has been considered under Criterion A (patterns of history), Criterion B (persons), Criterion C (architecture), and Criterion D (data) on the local and national levels of significance, it does not appear eligible for the National Register of Historic Places nor for the California Register of Historical Resources in California because constant alterations have resulted in a substantial loss of integrity.

History of the Clorox Firm

This is the original plant site of the Clorox Company, which was founded in 1913 in Oakland under the name Electro-Alkaline Company. One of the early companies in the U.S. to commercially produce liquid chlorine bleach for industrial uses, the company employed the process of electrolysis to convert concentrated salt brine from nearby San Francisco Bay salt ponds into sodium hypochlorite bleach. The plant site at 809 High Street in East Oakland was purchased in August 1913 for $3000. Initial construction of the plant took place the same year. In 1914, the company registered the trade name Clorox; the company was reorganized under the name Clorox Chemical Company in 1922. Initial production was of an industrial strength chemical used by laundries, breweries, municipal water companies, and walnut processors. Development of a less concentrated solution for household use led to the general distribution of Clorox Liquid Bleach-Cleanser-Germicide in the San Francisco Bay Area in 1916. Distribution to the East Coast began in 1921, when ships at the Port of Oakland were loaded with bottled Clorox bound for the east coast via the new Panama Canal; national distribution was achieved in 1933. Additional facilities were constructed in Chicago and Jersey City beginning in 1938, and a rapid expansion took place in the post-World War II period, with nine new plants constructed around the country between 1947 and 1955.

(Please see continuation sheets.)

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. References:

(Please see continuation sheet 7 of 13.)

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-Oct. 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE Map # 16.

*B10. **Significance** (continued)

Construction and Alteration History

The history of the Clorox plant site is characterized by a constant stream of additions, alterations and demolitions from 1913 through 1972. Dozens of building permits are on file for the postwar period, and almost all are frustratingly vague. No original architectural plans (1913-1914 or 1924-1925) have survived in city records. The following construction chronology is based on close examination of the surviving building, Sanborn's atlases updated through 1933 and 1951, county tax assessor's records, city building permit records, and examination of photographs of the structure from advertisements and annual reports, primarily in the collection of the Oakland Public Library.

The original 1913 plant was located at the southwest corner of the property, facing High Street and the Southern Pacific railroad tracks, and occupied less than a quarter of the block. This structure originally contained the absorption tanks, a bottling plant, and warehouse. Only one photograph has been found which shows a portion of the original plant: the structure appears to have been one-story wood frame, clad in channel rustic siding with a classical cornice. The structure also functioned as a sign: a high parapet frieze contained the bold painted letters, "Electro-Alkaline Co." facing High Street, the original orientation of the facility. None of the original 1913 plant appears to have survived.

Sanborn's fire insurance maps show that the facility was doubled in size and had engulfed (and presumably demolished) the original structure between 1925 and 1933. Also, in 1924-1925 a very large addition was made on the north end of the block, a two-story concrete warehouse with a bottling plant on the ground floor. (T. E. Fuemer was listed in the building permit as the architect; nothing about Fuemer has been found in Oakland or San Francisco city directories or in Lowell, ed., *Architectural Records in the San Francisco Bay Area* (1988)). The 1924-1925 warehouse has long elevations facing west to the railroad tracks and the company's own spur track and facing north onto the 42nd Avenue (then an at-grade street crossed by railroad tracks); both elevations sported huge lettering "Clorox Chemical Co." painted on the pristine white elevation. At this time the company's orientation, as indicated by its official address, shifted from High Street to 42nd Avenue. In advertising photographs during the 1930s the two elevations shown were always the railroad elevation and 42nd Avenue. Examination of these photographs shows that there were several entrances on the 42nd Avenue elevation, all apparently with minimal, modest surrounds, in keeping with the stripped industrial character of the architecture.

The concrete warehouse of 1924-1925 was joined to the older wood-frame building with a three-story filter house located next to the railroad tracks, constructed in 1925 (demolished 1964) according to permits. Also in this location was a wood-frame, two-story structure built over the railroad spur track, evidently for loading tank cars with the company's industrial product. Neither the filter house nor the loading structure have survived to the present. Other facilities on the site included a one-story frame auto garage and a "transfer house" of brick in the middle of the Wattling Street frontage; neither of these is extant. The southeast corner of the parcel remained empty during the 1930s. According to county tax assessor records, in 1946 a very large wood-frame warehouse was constructed on the last open area of the block. A solid, blank wall clad in channel rustic siding on the High Street and railroad elevations appears to have encased and/or replaced the earlier walls sometime after 1948, thereby closing or removing the windows and doors on these elevations. Other structures associated with the company's mid-century growth which no longer exist include a conveyor from the 42nd Avenue side of the building and a parallel long loading shed along the railroad spur track, extending north over 42nd Avenue on two overcrossings constructed by the State Division of Highways in 1950 and 1954.

Numerous demolition and construction projects took place in 1956, according to building permits, presumably to construct truck loading facilities along the Wattling Street elevation. These alterations included the removal of most of the industrial sash on the south elevation of the 1924-1925 concrete warehouse and their infill with concrete block. The 42nd Avenue elevation was significantly altered by the addition of a one-story loading dock which caused the previous entrances to be closed and the construction of a new, blue-tiled entrance to the 1924-25 building located at the west end of the 42nd Avenue elevation (this probably occurred in 1967). This concentration of truck loading facilities suggests the increasing proportion of shipments by truck as compared with the earlier method of rail. Two large window bays on the railroad elevation were filled in with glass block probably during the same time period. (In 1949-1950 in conjunction with the Eastshore freeway construction, 42nd Avenue (State Route 77) was depressed approximately 20 feet below the natural ground surface to connect freeway traffic with East 14th Street and to separate automobile from rail traffic.)

Potential Period of Significance

The potential period of significance of the property would be 1924-25 to 1945, covering the company's development of a national market for its only retail product, chlorine bleach. An earlier period of significance cannot be justified because nothing remains to suggest the 1913 founding of the company and the firm's first building. The end date of the period of signi-

*B10. Significance (continued)

-ficance is based on when the company made major shifts in its operations, toward rapid expansion of its plants across the country and away from concentrating on a single product. The end date of 1945 roughly coincides with the construction of new plants in other locations around the U.S. beginning in 1938; the number of plants increased exponentially after 1945. (There are currently over thirty-six facilities worldwide.) Clorox introduced a household cleaner named Boon in 1946, the beginning of a trend in postwar years to diversify the product line in order to remain competitive.

RELEVANT THEMATIC CONTEXTS

In evaluating the significance of this property, consideration must be given to the related thematic contexts of development of the chemical industry in the U.S., increased concern— and control— over sanitation during the first decades of the twentieth century, the emergence of Clorox as a national corporation marketing a consumer product, and the industrial development in Oakland and the East Bay during the same period. The building as an architectural type, and its potential to yield significant data, will also be assessed.

Thematic Context: Development of Chlorine Bleach by the Chemical Industry

Although various types of bleach were developed in England in the late 18th century for whitening textiles (first produced on a mass scale during the Industrial Revolution), chlorine bleach was not in popular use until the World War I period. The disinfectant properties of chlorine were recognized by the nineteenth century, and chlorination of public water supplies to prevent water-borne diseases such as cholera and typhus began in 1896 in Italy. During the first decades of the 20th century many larger American cities began to treat their municipal water supplies with chlorine in a significant example of the Progressive movement's concern with improving social conditions, as well as the general acceptance of the germ theory of disease. This was rightly considered a major advancement in public health and it was at the time seen as tangible evidence of progress, with an unquestioning confidence in the promise of chemicals to improve mankind's future which would be rarely voiced today. In this confident vein, a 1948 Clorox advertisement boasted that " . . . it is likely that Clorox has contributed materially to the almost continuous increase in life expectancy in the United States during the last two decades." This historical pattern can also be seen as part of what one source has termed the "chemical revolution" which paralleled the industrial revolution of the 19th century.

A number of companies were founded in the U.S. to supply chlorine and electrolytic alkalis for industrial uses (particularly the bleaching of wood pulp for paper) as early as 1909. Determining factors in the location of plants were proximity to sources of salt deposits or salt brine, inexpensive electric power, and transportation; large plants were set up near Niagara Falls and in Kansas in 1912. Clorox Company literature claims that the firm was the first company in the U.S. to commercially produce liquid chlorine bleach, although this statement appears to be unjustifiable. *The American Chemical Industry* by William Haynes calls the Great Western Electro-Chemical Company at Pittsburg, California, the first electro-chemical plant west of the Mississippi (1916); whether or not this can be proven, it is additional evidence that the Clorox Company was not the first in the U.S., nor was it unique in the San Francisco Bay area.

Chlorine and similar chemicals were much in demand by the U.S. Government for use in gas warfare and in the production of ammunition during World War I. In the post-World War I years the use of chlorine for sanitation in hospitals, in purification of public water supplies, sewage treatment, in food processing and canning plants and dairies grew tremendously. The acceptance of chlorine bleach as a consumer product was a trend which began in the 1920s.

Thematic Context: Clorox as a National Consumer Product Corporation

What appears to distinguish the Clorox Company from its competitors is that it aggressively marketed its bleach formula directly to retail consumers for household cleaning and laundry, rather than exclusively to industrial customers, as most bleach producers did.

Like many American corporations offering consumer products, Clorox depended on advertising to reach customers. The Erwin Wasey Company (a predecessor of Foote, Cone & Belding) was the company's first advertising agency. Clorox ads were first placed in farm journals and newspapers beginning in 1925. Clorox ads expanded to the popular magazines *Ladies' Home Journal, McCall's,* and *Good Housekeeping* in 1930. In these magazines Clorox appears to have been the only household bleach marketed nationally. Advertising was carried on the radio during the 1930s and eventually on television. The success of this marketing campaign was such that already by the mid-1930s, the name "Clorox" was noted in common parlance as a generic term for chlorine bleach. By the mid-1950s Clorox had gained the largest share of the household bleach market.

*B10. Significance (continued)

Clorox's largest competitor was Purex Bleach, made in Los Angeles since at least 1927; by 1947 the Purex trade name was competitive in several regional markets in the West, South, and Midwest. In 1957, Clorox was bought by the consumer products giant, Proctor and Gamble Company, to extend its product line of soaps, detergents, and cleansers. After years of litigation instigated by the Purex Corporation on the issue of corporate monopoly, the U.S. Supreme Court ruled in 1967 that Proctor and Gamble had to divest itself of Clorox.

When funded again as an independent company in 1969, there was a new commitment by Clorox to vigorous growth and diversification. Today the Clorox company produces a range of laundry and cleaning products, charcoal briquettes, insecticides, cat litter, retail food products, and equipment for the restaurant industry. In 1973 the company built a research and development center in Pleasanton, and in 1976 Clorox constructed a 24-story corporate headquarters at 1221 Broadway in downtown Oakland.

The history of Clorox is characteristic of many American corporations during the 20th century in the use of print advertising (and eventually the new media of radio and television) to reach customers and create a market. Clorox is also typical of later 20th-century business trends of corporate acquisition of product lines and trade names to expand a company, and of expansion beyond a single product to remain competitive, although these events occurred after the period of significance.

Thematic Context: History of Industrial Development in Oakland and the East Bay

The Clorox plant was typical of industrial developments in Oakland and the East Bay during its period of significance. To quote from Betty Marvin's fine study of unreinforced masonry buildings in Oakland,

> From about 1900 to 1912, industrial growth in Oakland was fueled by a general turn-of-the-century economic upswing following the depression of the 1890s, the earthquake of 1906 that sent both people and industries to the East Bay, the end of the Southern Pacific monopoly on the Oakland waterfront, the arrival of the Western Pacific and Santa Fe railroads, and a booster campaign that proclaimed Oakland 'The Logical Port and Industrial Center of the Pacific Coast.' . . . . Many new industries or expanded plants of existing industries were established in the early 20th century. . . . Oakland and East Bay industry expanded astronomically during World War I. Shipbuilding and food packaging were obvious demands, and the war stimulated local industry in countless less obvious ways, such as diverting the copra, chemical, drug, and fertilizer industries from Europe. . . . From World War I to the end of World War II, Oakland reached its zenith as an industrial center, based in large part on the growth of its port. Major growth sectors in the interwar years were food processing and distribution, automobile manufacturing, building materials, and metal working. . . . In the 1910s and 1920s new industries for the most part located in East Oakland and Emeryville. . . . There was a conspicuous industrial building boom in Oakland and elsewhere in the years 1945-47, reflected in new plants—especially food processing and building materials—and in additions to existing plants.

Thematic Context: Building as an Architectural Type

As a building type, the Clorox plant again is a good, if unremarkable, example of an industrial structure of reinforced concrete construction utilized in a number of East Bay firms at the time. It is a variant of the "daylight factory" type developed by Albert Kahn, typified by large, horizontally-organized one-story factories of concrete frame construction with large windows. The complex has been from the beginning accretive in nature, with new structures built as the business grew and modernized; a concrete flagship building was added in the mid-1920s, and has been remodeled and partially concealed by later utilitarian additions, all characteristics typical of industrial complexes as cited by Betty Marvin. While few industrial buildings from the railroad era (1869-1906) of Oakland's history have survived, there is a very large number of surviving industrial properties from 1906 on, due to the great volume of industrial expansion in the East Bay during this period.

DISCUSSION OF ELIGIBILITY AND INTEGRITY

Potential for Eligibility under Criterion A

As described above, the claim of national significance for the Clorox Company, as the first company in the U.S. to commercially produce liquid chlorine bleach, appears insupportable.

The method developed by the Oakland Cultural Heritage Survey for evaluating the National Register eligibility of industrial buildings in West Oakland can be usefully applied to the subject property. According to this scheme, the Clorox plant would represent a pattern of secondary importance, such as the development of various industrial sectors, under Criterion A. Clorox played a leading role, but not an essentially influential one, in Oakland's economy during the period of significance. Clorox's

significance within Oakland might make it a property worthy of some level of local historical designation, but it does not appear to meet the standards of the National Register or the California Register for significance at the local or state levels. To date there has been no local support or historical designation by the relevant authorities. A preliminary evaluation of the building conducted by the Oakland Cultural Heritage Survey/Oakland City Planning Department in 1994 concluded that the property "does not meet the criteria for individual listing on the National Register of Historic Places since it appears to lack significant historical associations and architectural interest."

The only portion of the complex remaining from the potential period of significance is the 1924-25 concrete warehouse, which represents the company's period of expansion to a national market. The essential physical features of the 1924-25 warehouse include the following: two-story, rectangular plan; reinforced concrete construction; flat roof; minimal architectural detail (vaguely classical subdivision of wall surfaces with pilasters into six bays); large industrial windows. Of these, the rectangular plan has been modified by additions on two sides; the pattern of minimal architectural detail has been altered by the additions on two sides and alterations of doors and windows on all four elevations. The historic character and appearance of the 1924-25 warehouse are minimally recognizable as a historic resource, and no longer convey the reasons for the property's historical significance. Therefore the property does not appear eligible for the National Register of Historic Places or the California Register of Historical Resources under Criterion A.

Potential for Eligibility under Criterion B

This property does not appear to be associated with a person significant in history. William C. R. Murray, an Oakland grocer, was one of the five original investors in 1913. Murray was the company's general manager from 1916 to 1929, and he was company president from 1929 until his death in 1941. According to Clorox company history, Murray encouraged the development of the less concentrated bleach for household use. Historical research in chemical industry history, American business history, and in local history shows that Murray was not a recognized, significant figure in any of these contexts.

Potential for Eligibility under Criterion C

If considered under Criterion C, the 1924-25 warehouse has lost a high degree of integrity of design, materials, and workmanship due to additions or alterations on all four elevations of the building. When considered for potential eligibility as an example of a factory complex, it is clear that the complex retains insufficient integrity to tell a coherent story of the plant's evolution, because the sections of the building where actual production took place have been totally altered and/or demolished. Therefore the property does not appear eligible for the National Register of Historic Places or the California Register of Historical Resources under Criterion C.

Potential for Eligibility under Criterion D

If considered under Criterion D, the Clorox warehouse does not appear eligible for the National or California registers because it does not have the potential to yield significant data; there are many other examples of industrial warehouses and bottling plants in Oakland dating from the 1920s.

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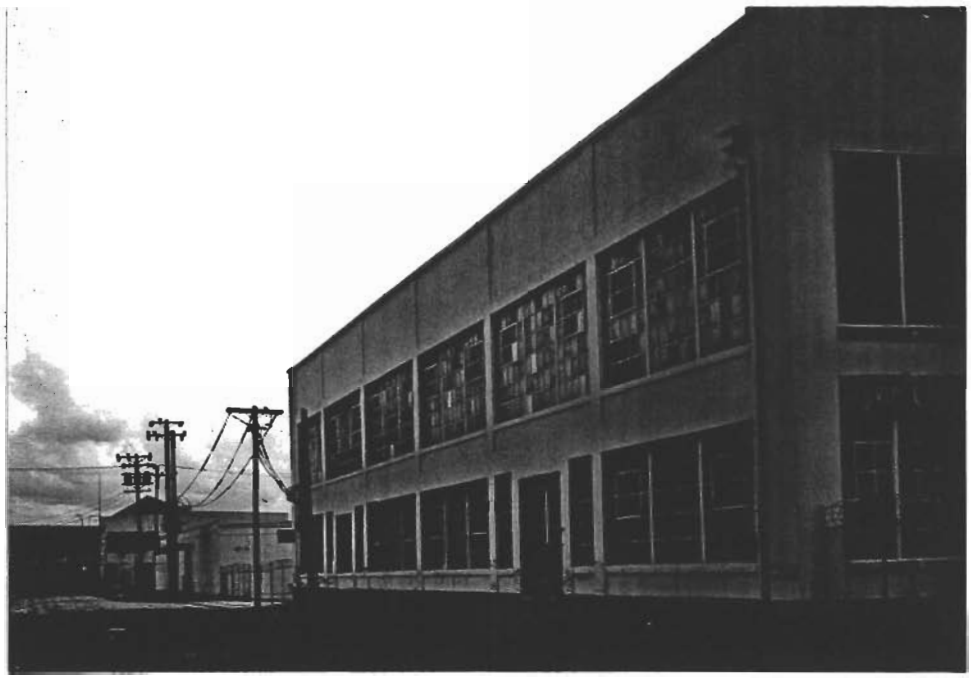
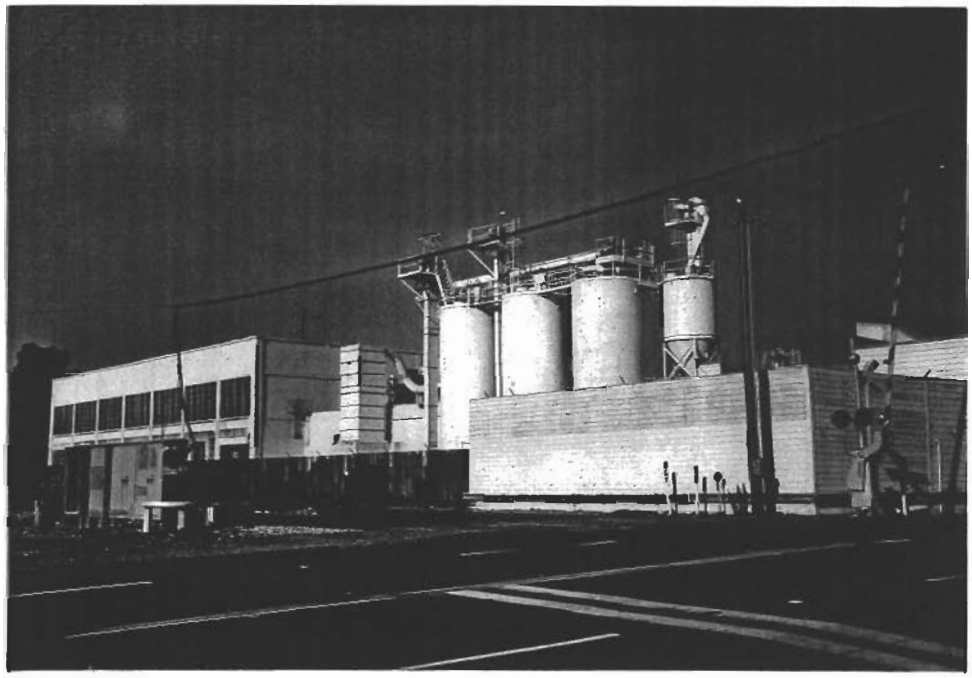


Above: View of Wattling Street (east) elevation, showing 1924-25 building in foreground and 1946 warehouse in background.

Below: View of railroad (west) elevation of 1924-25 building.

Above: View of one-story loading dock (c. 1956) on 42nd Avenue (north) elevation.

Below: View of remodeled entrance (c. 1967) on west end of 42nd Avenue (north) elevation.

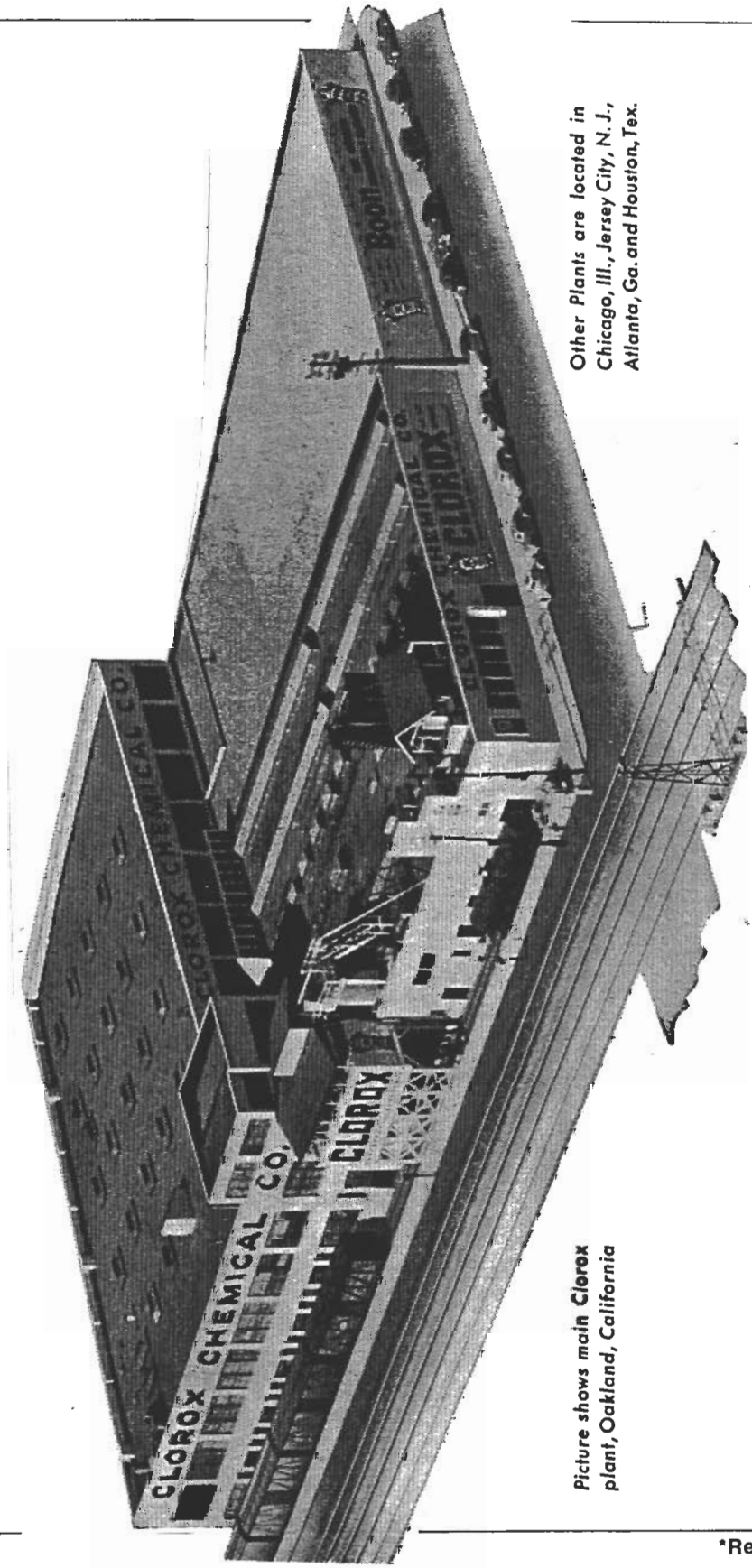


Above: View of railroad (west) elevation, showing 1946 warehouse in foreground (right).

Below: View of High Street (south) and Wattling (east) elevations showing 1946 warehouse.

Historic view of 1921 delivery truck with original building at rear (probably High Street elevation, now not extant). Source: *The Clorox Company Annual Report*, (Diamond anniversary report) 1988. Courtesy Oakland History Room, Oakland Public Library.

Historic view of Clorox plant, showing north (left) and west (right) elevations. North elevation has been obscured by later additions; 3-story filter house and train loading equipment on west elevation have been demolished.
Source: *Oakland Tribune Year Book* 1934, p. 80. Courtesy Oakland History Room, Oakland Public Library.



Other Plants are located in Chicago, Ill., Jersey City, N. J., Atlanta, Ga. and Houston, Tex.

Picture shows main Clorox plant, Oakland, California

Historic aerial view of Clorox plant, showing west (left) and south (High Street) elevations. Note the 1946 wood-frame warehouse to the extreme right. Source: *Oakland Tribune Year Book* 1948, p. 3. Courtesy Oakland History Room, Oakland Public Library.

CLEAR across the country, Clorox, an Oakland product, has won and held the favor of American housewives.

For Clorox makes snowy-white washes without boiling . . . stainless drainboards without scrubbing . . . spotless linoleum, tile and enamel . . . "sweet-smelling" refrigerators . . . shining sinks, basins and bathtubs . . . sanitary garbage cans . . . clean, odorless toilet bowls.

Nor is that all! The worst stains —berry, fruit, ink, beverage, blood, medicine, even scorched spots and mildew—vanish from white and fast-colored cottons and linens when Clorox is used.

Because Clorox is concentrated its use is true economy. A generous bottle costs but little.

At your grocer's

TO
BLEACH
REMOVE STAINS
DESTROY ODORS
-and- KILL GERMS

CLOROX

Manufactured by the CLOROX CHEMICAL CO., Oakland, California

Typical advertisement, from *Oakland Tribune Year Book* 1933, p. 70. Courtesy Oakland History Room, Oakland Public Library.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code: 7

Page P1 of 1

Other Listings OCHS C3
Review Code _____ Reviewer _____ Date _____

*P1. a. Resource Identifier (assign a name or number): Serial No. 483 (Seqnos 469 & 483)
b. Other Identifier: Clorox Chemical Co.
*P2. Location:
a. County Alameda
*b. Address 850 42ND AV/SE COR WATTLING
City Oakland, CA Zip 94601
*c. UTM: USGS 7.5' Quad Oakland East Date 1980; Zone: mE / mN
*d. Other Locational Data (e.g. parcel #, legal description, additional UTMs, etc.)
Parcel no.: 033 2171 001 01

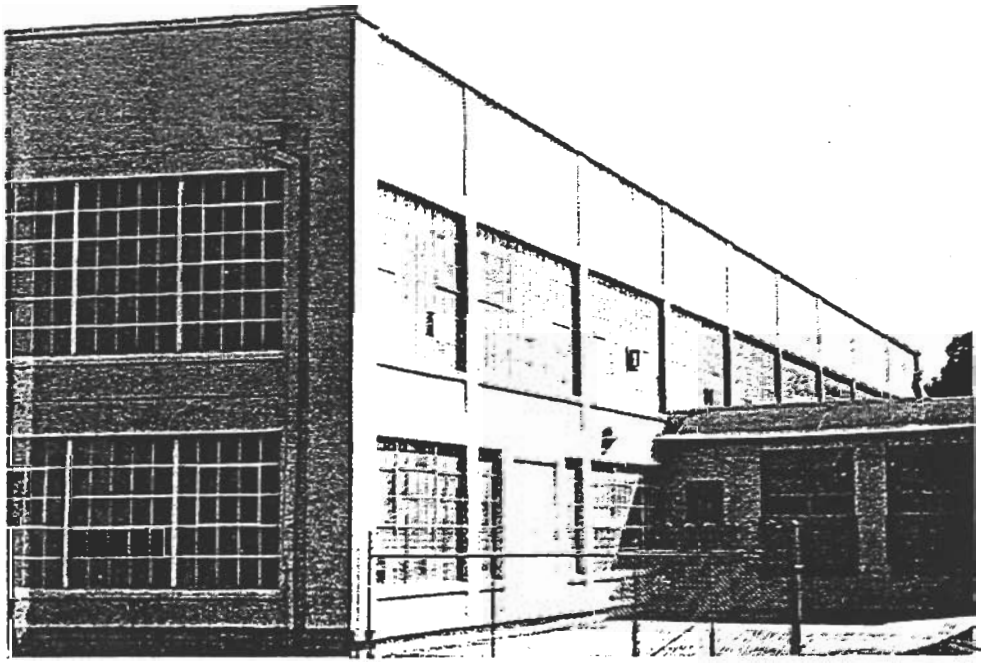
*P3. a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, etc.):

850 42ND AV is an early 20th century utilitarian industrial building. It is high 2 stories, accretive trapezoidal plan, on a half-block lot. It has a straight parapet, loading dock, and industrial sash. Exterior walls are concrete and metal sash. Roof is composition. Foundation is concrete. Structure is concrete bearing wall. Sanborn maps describe it as concrete (unspecified) with reinforced concrete frame. The building has concrete base and stucco panels. Present use is miscellaneous industrial, Clorox Chemical Co.. Supportive elements include long-time occupancy. Surroundings are industrial, densely built up.

Visible alterations include part removed. The building is in excellent condition; its integrity is good.

b. Resource attributes: HP08--industrial building
*P4. Resources present: /X/Building / /Structure / /Object / /Site / /District / /Element of District ( ) / /Other

*P5. a. Photograph or Drawing



P5. b. Photo number: 624-4
Photo date: 08/07/92

*P6. Date Constructed/Age, and Source:
/ /Prehistoric /X/Historic / /Both
1924-25 F add 1951pos building permit

*P7. Owner and Address:
CLOROX CO OHIO CORP c/o TAX DEPT
P O BOX 24305
OAKLAND CA 94623

*P8. Recorded by (name, affiliation, address):
Oakland Cultural Heritage Survey, 1 City Hall Plaza, Oakland 94612 (510-238-3941)

*P9. Date Recorded: 09/30/94

*P10. Type of Survey: / /Intensive
/X/Reconnaissance / /Other

*P11. Report Citation: OCHS Completion Report, CLG Project #06-93-80101, 9/30/94 (URM Citywide)

*Attachments: /X/None / /Location Map / /Sketch Map / /Continuation Sheet / /Building, Structure, and Object Record / /Other

Substitute DPR 523A-Test (ochsp1.frm, rev 7/31/94)

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) 711-731 46th Avenue

P1. Other Identifier: _____
*P2. Location: ___ Not for Publication _X_ Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 711-731 46th Avenue City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

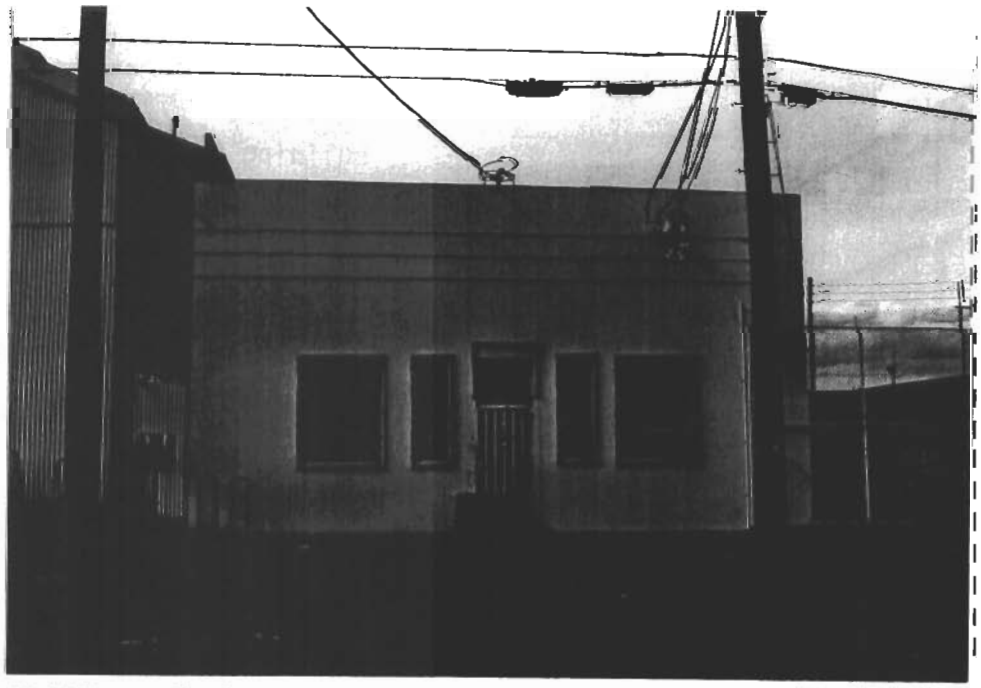
Assessor's Parcel Number: 034-2291-004-03 (formerly 034-2291-004-01, -02, and 034-2291-005).

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This industrial complex is located at the northeast corner of Coliseum Way and 46th Avenue, and includes two building complexes, originally constructed for different firms, but since the 1960s they have been owned by Pacific Galvanizing which utilizes them as one large complex. Set back from Coliseum Way at 711 46th Avenue are two large, adjoining sheds with flat or shed roofs, approximately 150' square in total footprint, with corrugated metal cladding and sliding and swing doors on the two street elevations. According to tax records, both buildings were constructed in 1962.

To the east of these, at 721-731 46th Avenue, is a pair of sheds which face each other across a paved and fenced storage yard; the sheds measure approximately 30 x 195 feet with the short end facing the street. Both one-story structures have reinforced concrete exteriors on three sides (the inside elevation facing the yard of each structure has plywood siding and/or is an open shed). The street elevations exhibit a minimal Art Deco-Streamline Moderne stylistic touch with three parallel incised lines below the parapet. The westerly structure contains a small office with steel industrial sash windows, while the structure on the east side of the lot has a street elevation without windows or doors.

*P3b. Resource Attributes: (List attributes and codes) HP8-Industrial building/complex
*P4. Resources present: _X_ Building __ Structure __ Object __ Site __ District __ Element of District __ Other



P5b. Description of Photo: (View, Date, etc.) southeast elevation of 721-731 46th Ave., 12/2/97

*P6. Date Constructed/ Age and Sources: _X_ Historic __ Prehistoric __ Both
1948, 1962 (Building permits, County tax assessor records)

*P7. Owner and Address:
Cane Properties, c/o Branagh, Inc.
750 Kevin Ct.
Oakland, CA 94621

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe) intensive

*P11 Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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Primary # _____
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BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 711-731 46th Avenue

B1. Historic Name: -

B2. Common Name: -

B3. Original Use: industrial (truck maintenance facility, steel manufacturing) B4. Present Use: industrial (galvanizing plant)

*B5. Architectural Style: Utilitarian industrial with minimal Art Deco/Steamline Moderne details

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

1948 (721-731 46th Ave.), 1962 (711 46th Ave.) (per County tax assessor records)

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Thomas J. Keenan (731 46th Ave., 1948) b. Builder: E. Flener (731 46th Ave., 1948)

*B10. Significance: Theme: _____ Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

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

According to an Oakland building permit dated July 1948, the two concrete structures facing 46th Avenue were constructed for the Oakland Scavenger Co. (garbage collection) by architect Thomas J. Keenan and contractor E. Flener. Oakland Scavenger Company's primary business address during the 1950s and 60s was 2601 Peralta in West Oakland; this property appears to have been used as a truck maintenance facility. The large metal sheds at 711 46th Avenue at the corner of Coliseum Way, were constructed in 1962 for the Bostrom-Bergen Metal Products company before it moved to a larger adjacent site at 4700 Coliseum Way. Pacific Galvanizing took over the site in 1969.

The buildings do not appear eligible for the National Register. None of the structures is an important example of the style, type, or method of construction. Although Oakland Scavenger Co. is a large local corporation, this site has no particular significance for local history or in the company's history.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Alameda Co. Assessor's Property records; "Galvanizing Plant Opens in Oakland" *Oakland Tribune*, 22 January 1970; Oakland City Directories and Telephone Books, 1945-1970; Oakland Block Books; Oakland Building Permits; Sanborn's Fire Insurance Maps of Oakland, Vol. 5: 589 (1925/1931 update; 1929/1950 update); Telephone interview with Dave Olson of Bostrom-Bergen Metal Products, 20 February 1998.

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland

*Date of Evaluation: December 1997-January 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map #17.

Above: View of southeast elevation on 721-731 46th Ave. looking into paved yard area.

Below: View of southwest, southeast elevations, 711 46th Avenue.

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Primary # _____
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Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 763 46th Avenue

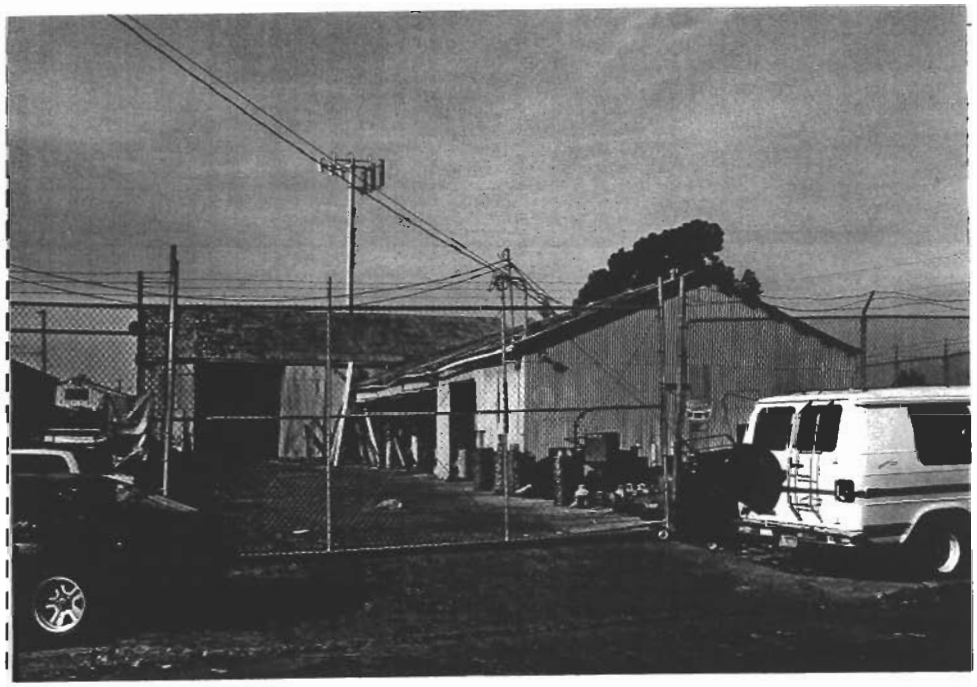
P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 763 46th Avenue City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 034-2291-002-02.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This industrial complex is located at the dead end of 46th Avenue, next to the Southern Pacific Railroad main line. The structure is made up of two one-story, gabled structures joined together as an L-plan. In the ell of the structure are double-width garage openings with sliding doors, and the wing which projects southeast toward 46th Avenue has a large open shed-like section. The side elevations and roof are clad in corrugated metal. An office at the southwest corner of the lot appears to be a trailer. There is a mobile home office (1972) at the southern corner of the lot. The site is surrounded by a tall chain-link fence; the setting is industrial.

*P3b. Resource Attributes: (List attributes and codes) HP8-Industrial building/complex
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other



P5b. Description of Photo: (View, Date, etc.) southwest & southeast elevations 12/2/97
*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1945?, 1950 addition (Building permits, Co. tax assessor records)
*P7. Owner and Address:
Jack L. Coker
1980 Whitecliff Way
Walnut Creek, CA 94596
*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning South, P.O. Box 23660, Oakland, CA 94623-0660
*P9. Date Recorded: Dec. 1997
*P10. Survey Type: (Describe) intensive

*P11 Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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BUILDING, STRUCTURE AND OBJECT RECORD

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*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 763 46th Avenue

B1. Historic Name: -
B2. Common Name: Westco Roofing
B3. Original Use: industrial B4. Present Use: industrial (roofing contractor)
*B5. Architectural Style: 20th century utilitarian industrial
*B6. Construction History: (Construction date, alterations, and date of alterations)

c. 1945? (visual estimate); addition constructed 1950 (per building permit).

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Research in local historical records has not yielded much information about this structure. The front section (30' x 50') existed before 1950, when a City of Oakland building permit was issued for a 50' x' 60' addition to the rear. A Sanborn's Fire Insurance map updated through 1951 indicates that the building was used for adhesive manufacture and storage. City directories indicate that the building was used by a chemical manufacturer, Melrose Chemical Co., during the 1960s.

The building does not appear eligible for the National Register. The structure is not an important example of a style, type, or method of construction, nor can any significant historical association be made with its few identifiable occupants.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Sanborn's Fire Insurance Maps of Oakland, 5: 589 (1925/1931 update; 1929/1951 update);
Oakland City Directories and Telephone Books, 1945-1970;
Oakland building permit # B32618, 1950.

B13. Remarks:
(Please see continuation sheet.)

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-January 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map #18.

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Primary # _____
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Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) 717-733 50th Avenue

P1. Other Identifier: Pacific Gas & Electric Company Gas Compressor House
*P2. Location: ___ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 717-733 50th Avenue City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 034-2293-009-02.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This industrial complex occupies a very large parcel (roughly 400' x 600) at the northeast corner of Coliseum Way and 50th Avenue. The primary structure on site, at 733 50th Avenue, is a Gas Compressor House, a large steel-frame industrial building of one high story and rectangular plan (length about 140'). The structure has a gable roof clad in corrugated metal, surmounted by a ridgetop monitor; end walls are brick. Bands of windows along the long sides are metal industrial sash. Present use is storage.

One other structure on site is a one-story wood frame office and storage building with flat roof and rectangular plan, located at the southwest corner of the parcel (717 50th Avenue).The remainder of the large, paved and fenced parcel is used for parking PG&E trucks and for outside equipment storage. The setting is industrial.

*P3b. Resource Attributes: (List attributes and codes) HP9- public utility building
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.) north, west elevations, 12/03/1997

*P6. Date Constructed / Age and Sources: X Historic __ Prehistoric __ Both
1926 (building permit); c. 1955 (visual estimate)

*P7. Owner and Address:
PG&E
P.O. Box 770000
San Francisco, CA 94177

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: 12/97-2/98

*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998) and OCHS Completion Report, CLG Project #06-93-80101, URM Citywide, 9/30/94

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

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BUILDING, STRUCTURE AND OBJECT RECORD

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*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 717-733 50th Avenue

B1. Historic Name: Pacific Gas & Electric Company Gas Compressor House
B2. Common Name: Pacific Gas & Electric Company Gas Compressor House
B3. Original Use: public utility B4. Present Use: public utility
*B5. Architectural Style: 20th century mill/ industrail
*B6. Construction History: (Construction date, alterations, and date of alterations)
1926 (building permit for Gas Compressor house); c. 1955 (visual estimate for office building on site).

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: Austin Co. of Calif. (Gas Compressor House) b. Builder: Austin Co. of Calif.
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Pacific Gas & Electric Company grew tremendously during 1920s through acquisition and consolidation of many smaller power companies in northern California. Discovery of natural gas supplies in the Central Valley (Kettleman Hills and Buttonwillow) in the second half of the 1920s led to construction of gas pipelines to supply the cities around San Francisco Bay. The Gas Compressor House, is a good example of a mill-type industrial structure from the early 20th century, and presuambly was constructed as part of the utility's expansion program to supply natural gas during the 1920s.

The site lacks a major component which existed until 1986: a very large gasholder/tank structure constructed in 1926, which was 218' diameter and 300' high and held up to 10,000,000 cubic feet of natural gas. The structure was a prominent visual landmark in the East Bay. A multi-phase program of PG&E removed a number of large gasholders in Oakland and Point Richmond; expansions and improvements in PGE's natural gas pipeline system, bringing gas from California's Central Valley and from out of state, made the gasholders redundant.

This property was preliminarily evaluated by the Oakland Cultural Heritage Survey (OCHS Completion Report, CLG Project #06-93-80101, URM Citywide) in 1994; at that time it was tentatively evaluated as not eligible for the National Register. This 1998 evaluation concurs with that finding: the structure does not appear eligible for the National Register because it is not a significant example of the type, style, or method of construction. Although the integrity of the structure appears high, the structure is no longer used for its original function and presumably no longer contains its original machinery. In addition, the complex overall has lost integrity with the demolition of the Gasholder tank.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

"Big Gas Tank at 50th Avenue Coming Down," *Montclarion* 4 Feb. 1986; Charles C. Coleman, *PG and E of California: The Centennial Story of the Pacific Gas and Electric Company, 1852-1952* (New York: McGraw-Hill, 1952.) pp. 277-283, 300-308 ; Oakland building permits; Oakland Block Books; Sanborn's Fire Insurance Maps of Oakland Vol 5: 591-592 (1925/1931 update; 1929/1950 update); Primary Record form on 733 50th Avenue completed by Oakland Cultural Heritage Survey (1994) for OCHS Completion Report, CLG Project #06-93-80101, 9/30/94 (URM Citywide).

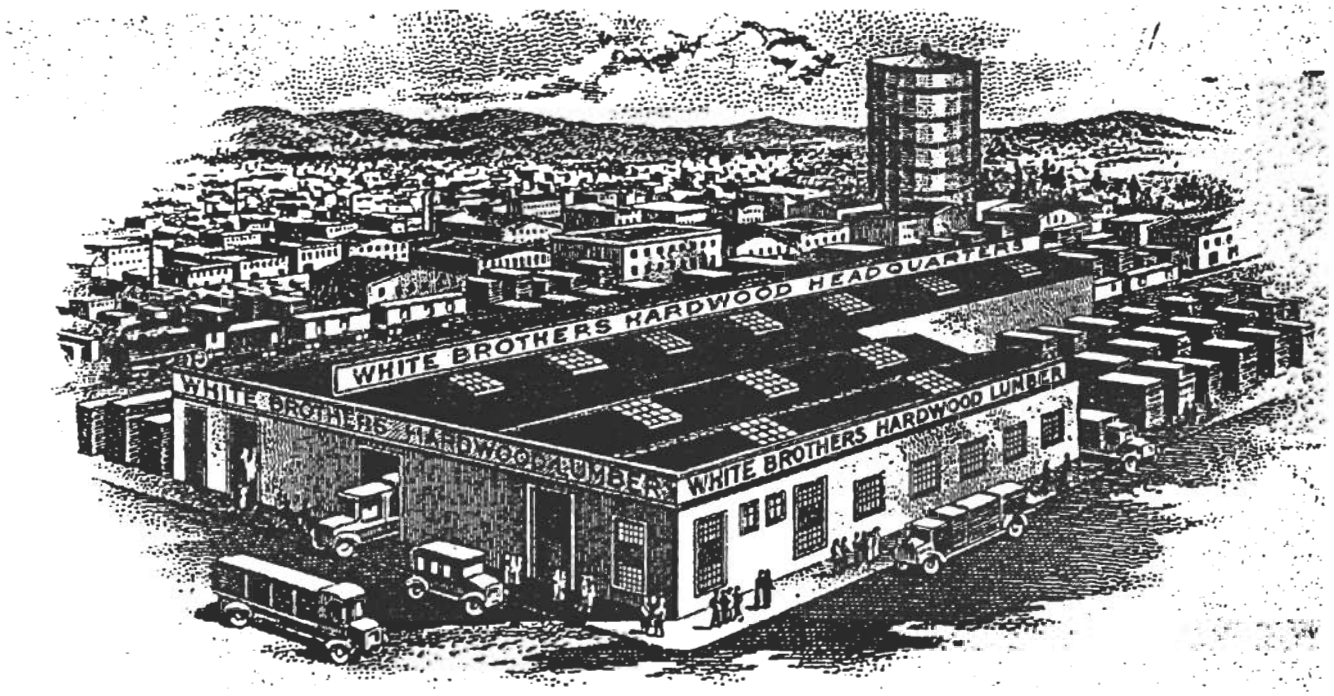
B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-January 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map # 19.



View looking southeast with PG&E Gasholder tank in background
Source: 1927 letterhead of White Brothers Hardwood Headquarters, 500 High Street, courtesy Oakland Public Library vertical files.

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Trinomial _____
NRHP Status Code: 7

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Other Listings OCHS D3
Review Code _____ Reviewer _____ Date _____

*P1. a. Resource Identifier (assign a name or number): Serial No. 434
b. Other Identifier: Pacific Gas & Electric compressor house
*P2. Location: a. County Alameda
*b. Address 733 50TH AV
City Oakland, CA Zip 94601
*c. UTM: USGS 7.5' Quad Oakland East Date 1980; Zone: mE / mN
*d. Other Locational Data (e.g. parcel #, legal description, additional UTMs, etc.)
Parcel no.: 034 2293 009 02 E

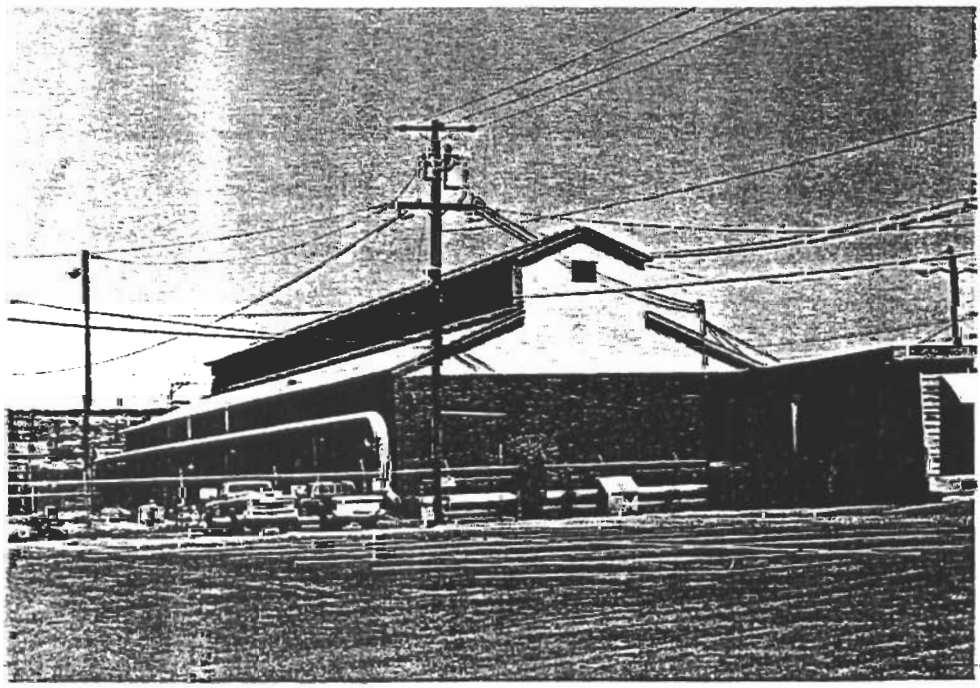
*P3. a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, etc.):

733 50TH AV is an early 20th century utilitarian industrial building. It is one story and monitor, rectangular plan, on a corner lot, on the east part of the parcel. It has a gable roof monitor with bands of windows projecting above corrugated metal shed roofs, and louver endwall vents. Exterior walls are common brick and stucco. Foundation is concrete. Structure is steel frame. Sanborn maps describe it as steel frame with curtain walls of brick. The building has steel industrial sash windows. Present use is public utility, P.G.& E. compressor house. Supportive elements include other buildings in complex. Surroundings are industrial, scattered buildings.

The building is in excellent condition; its integrity is excellent.

b. Resource attributes: HP08--industrial building
*P4. Resources present: /X/Building / /Structure / /Object / /Site / /District / /Element of District ( ) / /Other

*P5. a. Photograph or Drawing



P5. b. Photo number: 626-19
Photo date: 08/11/92

*P6. Date Constructed/Age, and Source:
/ /Prehistoric /X/Historic / /Both
1926 F
building permit

*P7. Owner and Address:
P G & E CO 135-1-7C-1 c/o B E NELSON/DIR-TAXES
PO BX 770000 TX DEPT B8E
SAN FRANCISCO CA 94177

*P8. Recorded by (name, affiliation, addre :):
Oakland Cultural Heritage Survey, 1 City Hall Plaza, Oakland 94612 (510-238-394?)

*P9. Date Recorded: 09/30/94

*P10. Type of Survey: / /Intensive
/X/Reconnaissance / /Other

*P11. Report Citation: OCHS Completion Report, CLG Project #06-93-80101, 9/30/94 (URM Citywide)

*Attachments: /X/None / /Location Map / /Sketch Map / /Continuation Sheet / /Building, Structure, and Object Record / /Other

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PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 741-745 50th Avenue

P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 741-745 50th Avenue City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 034-2293-002-07.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This parcel is located on the north side of 50th Avenue, southwest of the Southern Pacific Railroad tracks. The older of the two buildings located on site is a wood-frame bungalow used as an office for the occupant, an equipment rental company. The building has a simple rectangular plan and gable roof, with the gable end facing 50th Avenue; minimal brackets ornament the gable end eaves. Clad in flush tongue-and-groove siding, the building has a large picture windows and entry door on the southeast end. Other details are almost impossible to see because the building is surrounded with piles of equipment. The other building on site is a large metal-clad Butler-type building, dated by tax records to 1972. The site is enclosed by chain link fence; the setting is industrial.

*P3b. Resource Attributes: (List attributes and codes) HP8-industrial building/complex
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.) south, east elevations, 12/03/1997

*P6. Date Constructed / Age and Sources: X Historic __ Prehistoric __ Both
c. 1935, 1972 (visual, County (tax assessor records)

*P7. Owner and Address:
Ed. E. Kovell, Tr.
4455 Elinora Way
Oakland, CA 94619

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: 12/97-2/98

*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

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*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) 741-745 50th Avenue

B1. Historic Name: -
B2. Common Name: AAA Equipment Company
B3. Original Use: office B4. Present Use: office/equipment storage
*B5. Architectural Style: Bungalow
*B6. Construction History: (Construction date, alterations, and date of alterations)

Office constructed c. 1935, per visual inspection; Butler building constructed 1972 (per tax assessor's records).

*B7. Moved? __No __Yes X Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The first identifiable occupant of this property was Independent Construction Company in 1944, a company which rented construction equipment from this location through 1964. The business replaced scattered small residences which had been located here since c. 1910.

Historical research in local history sources has not uncovered any important historical associations for the business. The property does not appear eligible for National Register listing because of the lack of significant historical associations and because the buildings do not represent a significant or important style, type, or method of construction.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Alameda Co. Assessor's Property records; Block Books;
Sanborn's Fire Insurance Maps of Oakland, 5: 592
(1925/1931 update; 1929/1950 update);
Oakland City Directories, 1910-1965;

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-January 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map # 20.

*Required Information

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 4352-4356 Coliseum Way

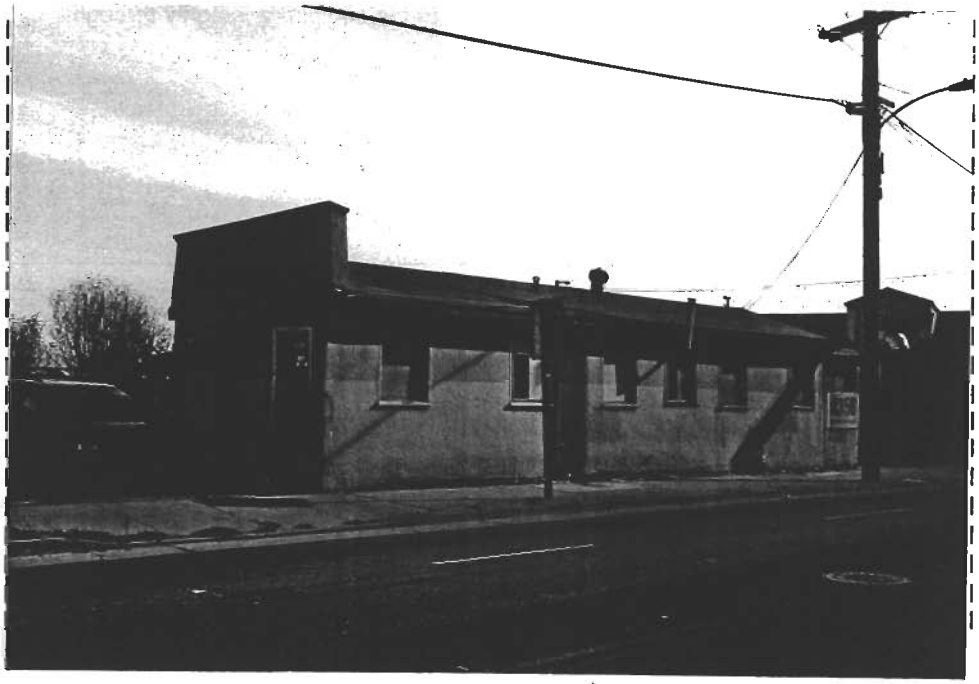
P1. Other Identifier: -
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 4352-4356 Coliseum Way City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 034-2290-004-01 .

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This complex consists of a conglomeration of attached buildings on a wedge-shaped lot along the Southern Pacific railroad tracks in an industrial area. One-story stucco-clad wood frame buildings on a concrete foundation are set back from Coliseum Way behind a fenced and paved yard area. The primary building on site (which presumably contains the office) has a rectangular plan, with its long side fronting on Coliseum Way; the gable on the northwest end has a high, false front parapet and door with minimal surrounds. Windows appear to have been double-hung, now boarded up, with minimal surrounds.

*P3b. Resource Attributes: (List attributes and codes) HP8-industrial building/complex
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other



P5b. Description of Photo: (View, Date, etc.) north, west elevations, 12/2/1997

*P6. Date Constructed / Age and Sources: X Historic __ Prehistoric __ Both
c. 1936, 1971 addition
(County tax assessor records)

*P7. Owner and Address:
Rodney I & Karlin Krug
4356 Coliseum Way
Oakland, CA 94601

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project in the City of Oakland, ALA-880 PM 27.4/ 28.0, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 4352-4356 Coliseum Way

B1. Historic Name: -
B2. Common Name: The Signman/ Sandblasting
B3. Original Use: Industrial B4. Present Use: Industrial
*B5. **Architectural Style:** 20th century frame vernacular (mutant)
*B6. **Construction History:** (Construction date, alterations, and date of alterations)

Constructed c. 1936, per assessor's tax records; one additional building built 1971, repaired after 1982 fire.

*B7. **Moved?** X No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. **Related Features:**

Cinderblock and chain-link fence at front of property, enclosing paved yard.

B9a. Architect: unknown b. Builder: unknown
*B10. **Significance: Theme:** _____ **Area** _____
Period of Significance _____ **Property Type** _____ **Applicable Criteria** _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

City directories indicate that this small complex was used by a sandblasting firm beginning c. 1943; no occupant of the complex before 1943 has been identified. From c. 1943 through 1960 the property was the Bay Cities Sandblasting Company which conducted "commercial and art" sandblasting on-site and also rented equipment to contractors for this. In 1941 the firm advertised their services of "sandblasting buildings, bridges, ships, tanks, autos, castings, lumber, glass and signs" at their previous business location on the downtown Oakland waterfront.

At present the property is still used for sandblasting. Historical research in local history files has not uncovered any significant historical associations for the business or property owner. It was one of several smaller building or construction materials businesses which located near the Southern Pacific rail lines south of Oakland in a mixed industrial/residential area. The property does not appear eligible for National Register listing because of the lack of significant historical associations and because of compromises to the complex's integrity through alterations to the buildings and reconstruction after a fire.

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. **References:**

Alameda Co. Assessor's Property records; Block Books;
Sanborn's Fire Insurance Maps of Oakland, 5: 589
(1925/1931 update; 1929/1950 update);
Oakland City Directories, 1935-1965.

B13. Remarks:

*B14. **Evaluator:** Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
***Date of Evaluation:** December 1997-January 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map # 21.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 4416 Coliseum Way

P1. Other Identifier: -
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 4416 Coliseum Way City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 034-2290-003-01 .

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

Facing Coliseum Way, this rectangular-plan frame building has a tall parapet projecting well above the shallow gable roof. The one-story front section is clad in stucco above a brick veneer foundation course below a sheet metal cornice; the false front parapet above is clad in channel rustic siding. On the front street elevation there is one garage door opening with a recent roll-up door, one narrow entry, an aluminum-frame window, and what was formerly a shop window, now boarded up. On the sides the building is clad in corrugated metal siding and has paired 6-over-1 and one-over-one double-hung wood windows (some replaced with aluminum frame). There is a two-story section at the rear with an exterior stair on the north side; an additional story with dormer projects from the north side of the rear section.

*P3b. Resource Attributes: (List attributes and codes) HP8-industrial building/complex
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.) west, south elevations, 12/ 2/1997

*P6. Date Constructed/Age and Sources: X Historic __ Prehistoric __ Both
c. 1936, 1956 rear addition
(County tax assessor records)

*P7. Owner and Address:
Rodney I & Karlin Krug
4356 Coliseum Way
Oakland, CA 94601

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project in the City of Oakland, ALA-880 PM 27.4/ 28.0, EA 16540K (1998)

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

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

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 4416 Coliseum Way

B1. Historic Name: -
B2. Common Name: -
B3. Original Use: Industrial/Warehouse B4. Present Use: Industrial/Warehouse
*B5. Architectural Style: 20th century frame vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations)

Constructed c. 1936, per assessor's tax records; addition to rear built 1956.

*B7. Moved? X No _ Yes _ Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Oakland city directories indicate that the Pacific Pulverizing Company operated a magnesite mill at this location from 1923 through at least 1936. [Magnesite was mined in eastern Alameda County beginning about 1903 and was used in the manufacture of firebricks for furnaces, for whitening paper, and for coating building materials.] Pacific Pulverizing Company ground magnesite and manufactured stucco and flooring at this site. Later occupants were the J. M. Rich Paint Company from 1937 through the mid-1940s and a furniture factory by the 1950s.

Very little information has come to light during research to suggest any significant historical associations with this property. It was one of several smaller building or construction materials businesses which located near the Southern Pacific rail lines south of Oakland in a mixed industrial/residential area. The building was never an important example of its style, type or method of construction, and has lost integrity through the many alterations to the street elevation. The property does not appear eligible for the National Register.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
Alameda Co. Assessor's Property records; Block Books;
Sanborn's Fire Insurance Maps of Oakland, 5: 589
(1925/1931 update; 1929/1950 update);
Oakland City Directories, 1920-1967;
Oakland Tribune Yearbook, 1922, p.80.

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-January 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map # 22.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 4430 Coliseum Way & 717 45th Ave.

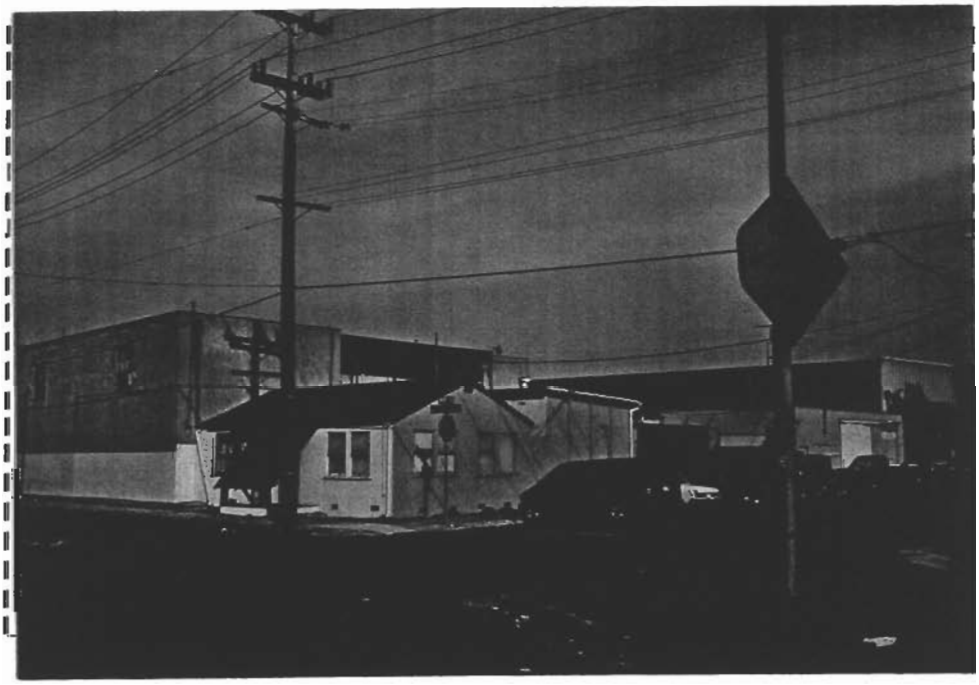
P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 4430 Coliseum Way & 717 45th Ave. City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 034-2290-002-01.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This parcel contains four buildings on its corner lot. At the corner is a small, one-story stucco building with a gable roof and paired, double-hung windows; this has the appearnce of a residence but evidently is used as a business office. Immediately to the north is a two-story warehouse with flat roof, clad in stucco (4430 Coliseum Way). To the east of the corner building is a concrete shed of recent date, a fenced-in paved yard area, and a one-story stucco and corrugated metal garage (717 45th Avenue). With the exception of the residence-like structure at the corner, all buildings appear to have been altered in recent years.

*P3b. Resource Attributes: (List attributes and codes) HP8-industrial building, HP6- 1-3 story commercial building
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other



P5b. Description of Photo: (View, Date, etc.) west, south elevations, 12/02/1997

*P6. Date Constructed / Age and Sources: X Historic __ Prehistoric __ Both
c. 1940, 1977
(County tax assessor records)

*P7. Owner and Address:
Rodney I & Karlin Krug
4356 Coliseum Way
Oakland, CA 94601

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 4430 Coliseum Way & 717 45th Ave.

B1. Historic Name: -
B2. Common Name: _____
B3. Original Use: factory/warehouse/office B4. Present Use: office/garage/warehouse
*B5. Architectural Style: 20th century frame vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations)

Residence-like structure constructed c. 1940; the two-story building (original date unknown) was enlarged in 1977; the garage was constructed c. 1932 and was altered in 1976 and 1982 (per tax assesor's records).

*B7. Moved? __No __ Yes _X_ Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: unknown b. Builder: unknown
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This property was owned and operated as a roofing tile factory, warehouse and salesroom from 1926 through at least 1960 by Alvin K. Goodmunson. Oakland Chamber of Commerce records indicate that Goodmunson, who was also a roofing contractor, relocated his firm from 2140 San Pablo Avenue in Oakland to the location near the Southern Pacific Railroad tracks in 1926. Sanborn's Fire Insurance maps from 1925/1932 show a large round kiln in the center of the parcel, surrounded by drying sheds and a warehouse for storage. Comparison of these maps with Sanborns maps updated in 1950 indicate that none of the orginal buildings on the property remain, with the possible exception of a tile drying shed along the 45th Avenue side of the property.

Historical research in local history files has not uncovered any important historical associations for the business or property owner. It was one of several smaller building or construction materials businesses which located near the Southern Pacific rail lines south of Oakland in a mixed industrial/residential area. The property does not appear eligible for National Register listing because of the lack of significant historical associations and because of compromises to the complex's integrity through removal of most of the original structures.

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. References:

Alameda Co. Assessor's Property records; Block Books;
Sanborn's Fire Insurance Maps of Oakland, 5: 589
(1925/1931 update; 1929/1950 update);
Oakland City Directories, 1925-1965;
Chamber of Commerce, *Bolts And Nuts*
(11 January 1926, p. 2)

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-January 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map # 23.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 5 *Resource Name or #: (Assigned by recorder) 4600-4630 Coliseum Way

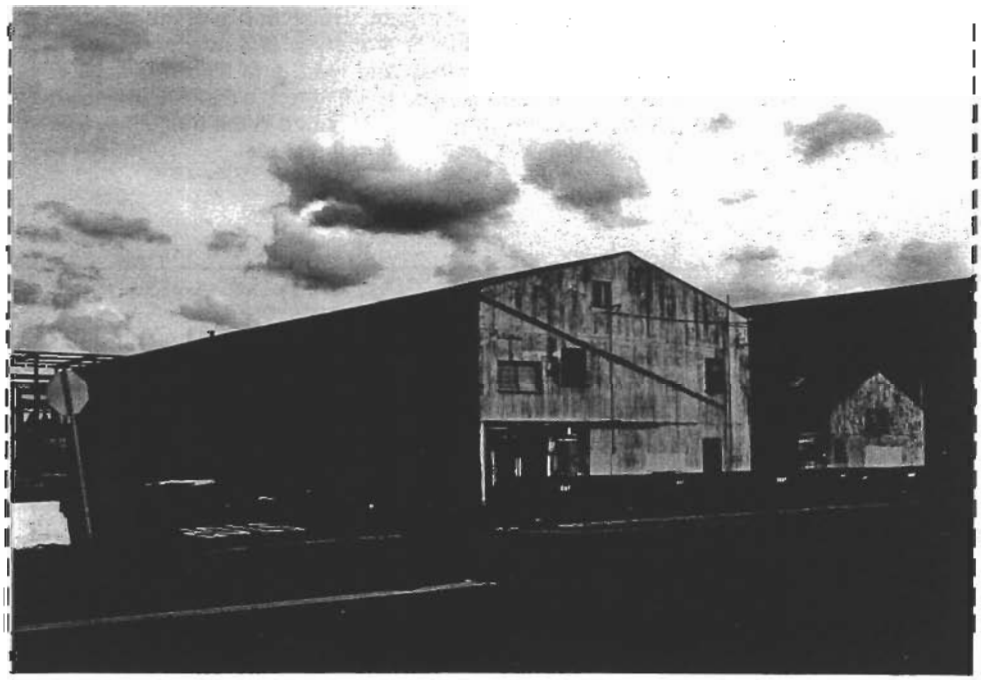
P1. Other Identifier: _____
*P2. Location: __ Not for Publication _X_ Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 4600-4630 Coliseum Way City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 034-2293-003.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

Located at the southeast corner of Coliseum Way and 46th Avenue are two industrial structures which are now part of a much larger, post-1950 industrial complex (the general office address of the complex is 4700 Coliseum Way). The building nearest the corner (#4600) is two stories in height below a shallow gable roof, approximately 120' x 40' in footprint. The structure is clad in corrugated metal siding over a wood frame structure. A double size sliding door is located on the west end, facing Coliseum Way; two high loading docks are located on the north side. A motley collection of windows of various sizes, materials, and locations suggests the haphazard use of this building over time; many windows have aluminum frame surrounds. Old painted signage on the gable end of the corner structure faintly reads "P. M. Holst & Co. Fuel & Feed." A smaller, one-story building (#4630) with similar cladding is located immediately to the south. The complex is fenced in with chain-link fence, including an open, paved area to the rear (east) with an overhead crane and to the south at 4700 Coliseum Way, a Butler building and office (dating to 1969).

*P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building, HP8-industrial building/complex
*P4. Resources present: _X_ Building __ Structure __ Object __ Site __ District __ Element of District __ Other



P5b. Description of Photo: (View, Date, etc.)
north & west elevations
12/2/97
*P6. Date Constructed / Age and Sources: _X_ Historic
__ Prehistoric __ Both
c. 1900, 1920
(County tax assessor records)
*P7. Owner and Address:
Bostrom, Bruce & Kim Tr. et al
44 Plymouth Ct.
San Ramon, CA 94583
*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660
*P9. Date Recorded: Dec. 1997
*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 5

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 4600-4630 Coliseum Way

B1. Historic Name: P. M. Holst & Co. Fuel & Feed
B2. Common Name: -
B3. Original Use: fuel & feed dealers' warehouse, retail yard B4. Present Use: warehouse, metal products industry
*B5. Architectural Style: _____
*B6. Construction History: (Construction date, alterations, and date of alterations)

4600 Coliseum Way: c. 1900-1910; 4630 Coliseum Way: c. 1920; 4700 Coliseum Way: 1969 (per City directory, building permits.) Alterations are new windows (of unknown date) cut into the siding on the west and north elevations.

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. Related Features:

Bungalow residence of original owner is located across the street at 4731 Coliseum Way. Railroad spur track from Southern Pacific railroad main line at rear of parcel.

B9a. Architect: unknown b. Builder: unknown
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This property is a survival of an early fuel and feed supply business, operated by Peter M. Holst with occasional partners from c. 1899 through 1940. The short-lived partnership of Holst & Andersen first conducted their business in 1899-1900 at this location; a partnership with Knud A. Knudsen occurred from c. 1908 to c. 1921, according to the Oakland City Directory. P.M. Holst & Co. sold hay, straw, grain, firewood, and eight varieties of coal at this location and at the main retail office and yard at 5005 East 14th Street (the main office and yard at that location are drastically altered).

Peter M. Holst (1867-?) was born in Denmark and emigrated in 1892 to California, first working in San Jose, according to a 1928 biographical sketch. He then relocated to Oakland and worked for Andrew Jensen, a hay dealer, who conducted business on what was then known as the Clark farm in the Melrose district. Holst took over the business upon Jensen's retirement, and to quote from the record, "He has acquired the valuable properties and now owns and lives on the old Clark place, on which he has a large warehouse for the storage of hay and feed, and also has another large warehouse on an acre of land near the railroad, where he has the advantage of a switch, which simplifies the shipment of his products" (Merritt, 2: 308-311). This property at 4600 Coliseum is the latter one mentioned in the quotation, as it had a railroad spur track from the Southern Pacific Railroad main line to the east at the rear of the parcel.

(Please see continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. References:

(Please see continuation sheet.)

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-January 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map # 24.

***B10. Significance** (continued)

Holst resided on the same street beginning in 1899/1900, and from 1912 to 1949 at 4731 Coliseum Way (then called Clark, later Clement Street); the house survives in good condition (please refer to the inventory for this property).

Neither the Holst dwelling nor the fuel and feed buildings appear eligible for the National Register either individually or as a small district. The fuel and feed business buildings at 4600 Coliseum Way represent a type of business which is now largely obsolete; unfortunately these structures have lost integrity through alterations. The business structures at 4600 Coliseum Way were also the secondary business location; Holst's office and primary coal yard and feed store were located a few blocks to the east, at 5005 East 14th Street (now much altered).

The residential complex at 4731 Coliseum Way has lost integrity because all of the outbuildings have been removed, as well as the parcel being reduced in size due to freeway construction in 1949-1950. Although the house itself has high integrity and is a good example of the Craftsman bungalow style, it is not eligible under Criterion C because there are many other equivalent or better examples of the style in many East Oakland neighborhoods.

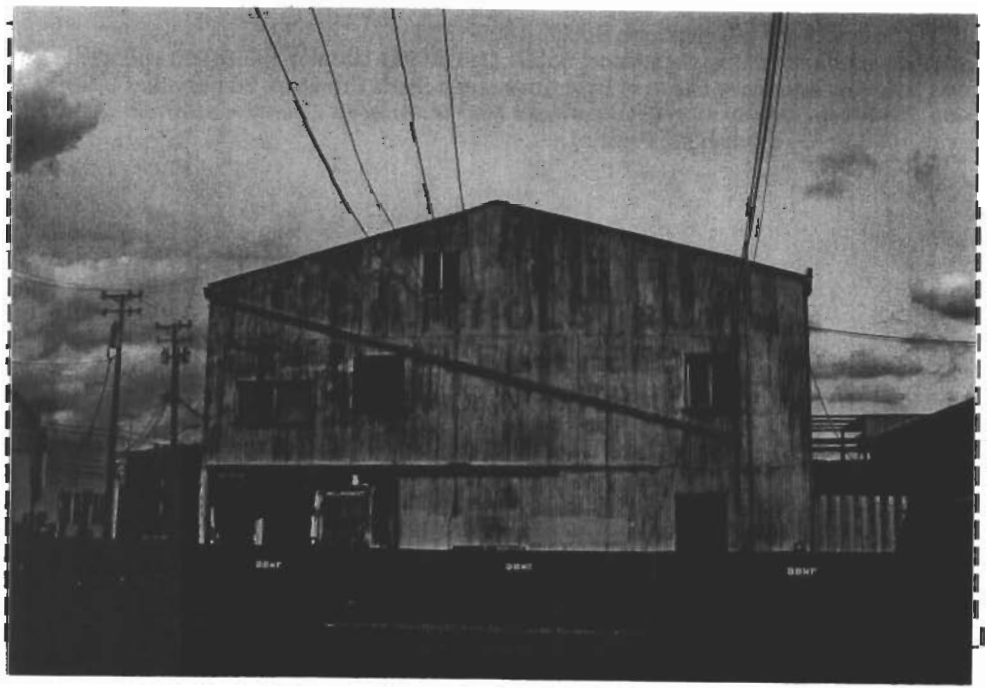
In addition, neither the house nor the business structures would be eligible under Criterion B for their associations with the life of a person significant in history. Holst was one of a number of fuel and feed dealers serving the Melrose and Fruitvale neighborhoods. Research in local historical records has not uncovered any evidence that Holst was a community leader or associated with significant events in his community or his line of business.

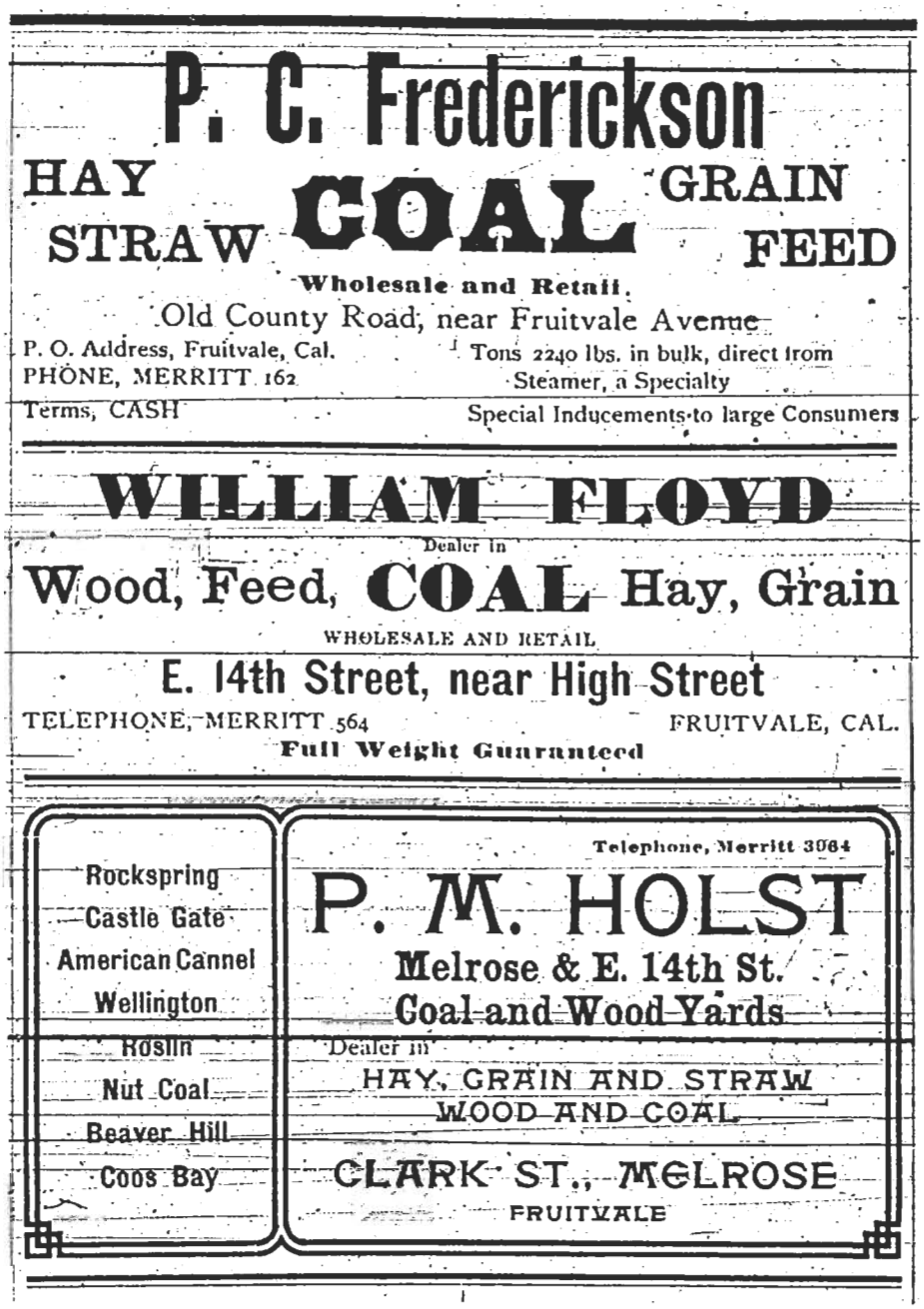
***B12. References**

Advertisement, *Fruitvale Progress,* 13 March 1908, p. 2
Alameda Co. Assessor's Property records.
Caltrans [formerly California Division of Highways] As-Built Plans for Interstate 880 (formerly Rte 69), contract #0-14TC53, plans dated 1948.
Merritt, Frank C. *History of Alameda County* (Chicago: S.J. Clarke, 1928) vol. 2, pp. 308-311.
Munro-Fraser, J. P. *History of Alameda County, California.* Oakland: W.W. Wood, 1883 (reprint 1969 Holmes Book Co., Oakland), pp. 430, 864.
Oakland Block Books.
Oakland City Directories and Telephone Books, 1899-1969.
Sanborn's Fire Insurance Maps of Oakland, 5: 591 (1925/1931 update; 1929/1950 update).
Telephone interview with Dave Olson of Bostrom-Bergen Metal Products, 20 February 1998.
Thompson and West. *Official and Historical Atlas Map of Alameda County, California.* Oakland: Thompson & West, 1878 (reprint 1976 Valley Publishers, Fresno).

Above: View of south and west (Coliseum Way) elevations.

Below: View of west (Coliseum Way) elevation, showing vestiges of painted sign reading "P. M. Holst & Co. Fuel & Feed."





P. C. Frederickson

HAY STRAW COAL GRAIN FEED

Wholesale and Retail.

Old County Road, near Fruitvale Avenue

P. O. Address, Fruitvale, Cal.
PHONE, MERRITT 162

Tons 2240 lbs. in bulk, direct from Steamer, a Specialty

Terms, CASH

Special Inducements to large Consumers

WILLIAM FLOYD

Dealer in

Wood, Feed, COAL Hay, Grain

WHOLESALE AND RETAIL

E. 14th Street, near High Street

TELEPHONE, MERRITT 564

FRUITVALE, CAL.

Full Weight Guaranteed

Rockspring
Castle Gate
American Cannel
Wellington
Roslin
Nut Coal
Beaver Hill
Coos Bay

Telephone, Merritt 3064

P. M. HOLST

Melrose & E. 14th St.
Coal and Wood Yards

Dealer in
HAY, GRAIN AND STRAW
WOOD AND COAL

CLARK ST., MELROSE
FRUITVALE

Advertisement showing Holst's businesses at two locations and for other similar businesses.
Source: *Fruitvale Progress,* 13 March 1908, p. 2

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource Name or #: (Assigned by recorder) 4731 Coliseum Way

P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 4731 Coliseum Way City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 034-2295-015-02.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

Surrounded by pine trees and set back behind a white picket fence, this structure is a wood-frame bungalow in very good, original condition, now surrounded by industry. Clad in channel rustic siding, the building is one and one-half stories high over a raised basement, and is roughly rectangular in plan. There is a projecting, gabled corner porch with decorative eaves brackets, which are echoed by the decorative eaves brackets below the front-facing gable. On the front elevation are a fixed, tripartite bay window on the ground floor, and above a pair of double hung, one-over-one windows with a window box. Other windows in the house are double-hung or casement type; all appear original.

The setting is industrial: the house faces the industrial plant of Bostrom-Bergen Metal Products to the east (the house is the office of a related business, Bergen Industries). Flanking it on both sides are industrial structures and a motel, mostly constructed since the 1950s; immediately to the west (rear) lies Interstate 880, constructed 1949-1950.

*P3b. Resource Attributes: (List attributes and codes) HP2-single family property, HP6- 1-3 story commercial building
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.)
south, west elevations
12/2/97

*P6. Date Constructed / Age and Sources: X Historic
__ Prehistoric __ Both
c. 1912 (City directory & County tax assessor records)

*P7. Owner and Address:
R.M. Bostrom & T. Vuokko, tr
44 Plymouth Ct.
San Ramon, CA 94593

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

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

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 4

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 4731 Coliseum Way

B1. Historic Name: Holst House
B2. Common Name: _____
B3. Original Use: residence B4. Present Use: business office
*B5. **Architectural Style:** Craftsman Bungalow
*B6. **Construction History:** (Construction date, alterations, and date of alterations)

c. 1912 (per County tax assessor records and City Directory)

*B7. **Moved?** X No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. **Related Features:**

Picket fence at front edge of property.

B9a. Architect: unknown b. Builder: unknown
*B10. **Significance: Theme:** _____ **Area** _____
Period of Significance _____ **Property Type** _____ **Applicable Criteria** _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Craftsman bungalow was the residence of Peter M. and Karen Holst, who operated a fuel and feed supply business across the street and at another location in East Oakland from c. 1899 through 1949. (Please refer to the inventory forms for 4600-4630 Coliseum Way for more information about Holst's business.)

Holst's residence was on this street beginning in 1899-1900 but presumably in a different dwelling on the north side of the street(then called Clark, later Clement Street); the city directory does not definitively identify him as residing at this address until 1912. A biographical sketch from 1928 noted that Holst "now owns and lives on the old Clark place" (Merritt, 2: 308-311) but this quotation presumably refers to the location, not the house because this bungalow post-dates Clark's ownership of the property. (H. C. Clark, an early settler, started an ore reduction works in 1876 and owned an adjacent landing from which boats traveled across the Bay to San Francisco (no physical evidence of these early uses appears to survive.)

Alameda County tax assessor's records, Sanborn's Fire Insurance maps, and Division of Highways As-Built Plans (1948) indicate that there were on site in addition to the house at least 11 outbuildings, including a tankhouse, a chicken coop, two barns, a stable, and atool house. Many of the outbuildings to the rear of the house were demolished when the freeway was constructed 1949-1950; none of the outbuildings has survived to the present..

(Please see continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. **References:**

(Please see continuation sheet.)

B13. Remarks:

*B14. **Evaluator:** Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-January 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map # 25.

*B10. Significance (continued from page 2 of 3

Neither the Holst dwelling nor the fuel and feed buildings appear eligible for the National Register either individually or as a small district. The residential complex at 4731 Coliseum Way has lost integrity because all of the outbuildings have been removed, as well as the parcel being reduced in size due to freeway construction in 1949-1950. Although the house itself has high integrity and is a good example of the Craftsman bungalow style, it is not eligible under Criterion C because there are many other equivalent or better examples of the style in many East Oakland neighborhoods.

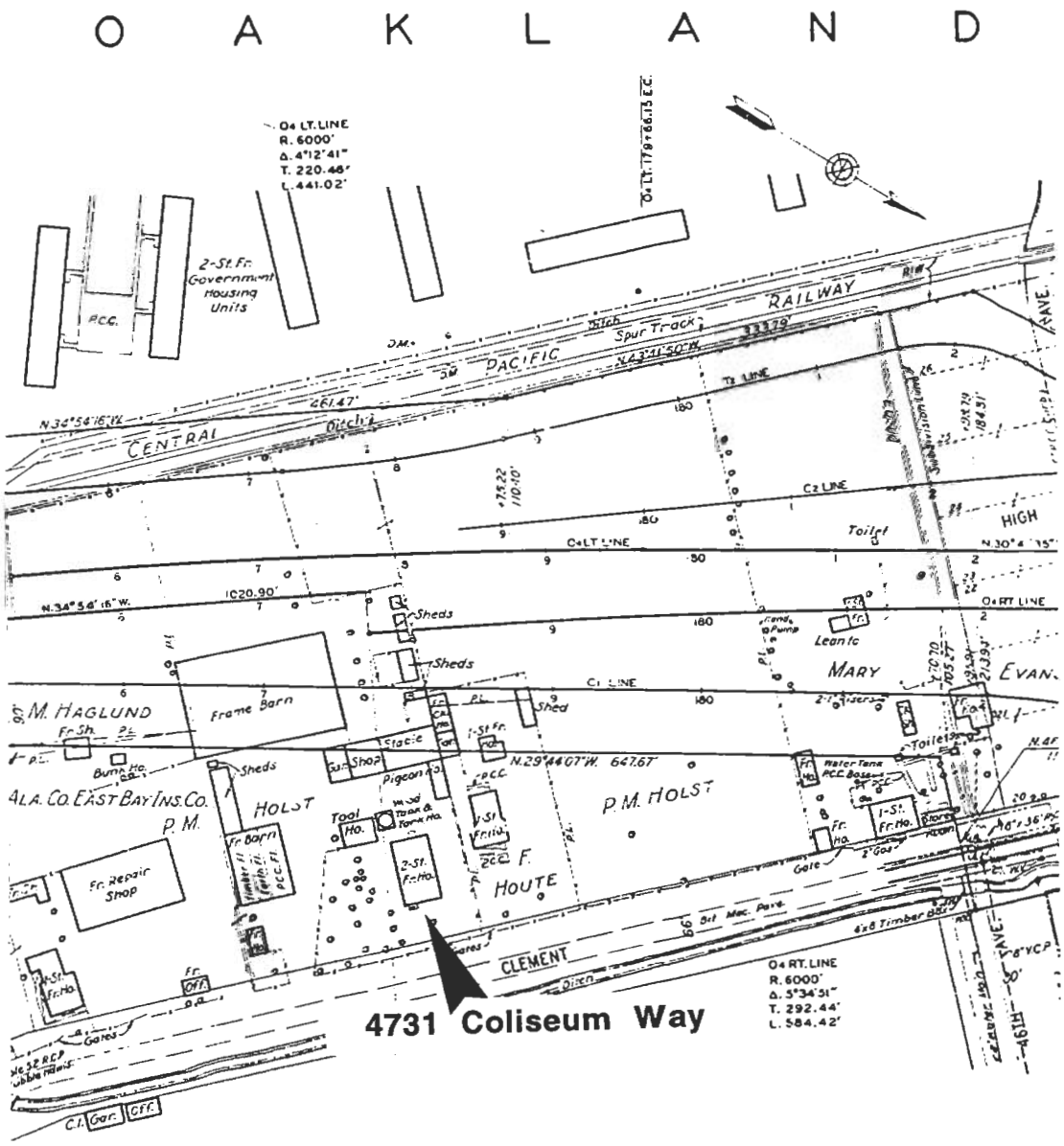
The fuel and feed business buildings at 4600 Coliseum Way represent a type of business which is now largely obsolete; unfortunately these structures have lost integrity through alterations. The business structures at 4600 Coliseum Way were also the secondary business location; Holst's office and primary coal yard and feed store were located a few blocks to the east, at 5005 East 14th Street (now much altered).

In addition, neither the house nor the business structures would be eligible under Criterion B for their associations with the life of a person significant in history. Holst was one of a number of fuel and feed dealers serving the Melrose and Fruitvale neighborhoods. Research in local historical records has not uncovered any evidence that Holst was a community leader or associated with significant events in his community or his line of business.

*B12. References:

Alameda Co. Assessor's Property records.
Caltrans [formerly California Division of Highways] As-Built Plans for Interstate 880 (formerly Rte 69), contract #0-14TC53, plans dated 1948.
Merritt, Frank C. *History of Alameda County* (Chicago: S.J. Clarke, 1928) vol. 2, pp. 308-311.
Munro-Fraser, J. P. *History of Alameda County, California.* Oakland: W.W. Wood, 1883 (reprint 1969 Holmes Book Co., Oakland), pp. 430, 864.
Oakland Block Books.
Oakland City Directories and Telephone Books, 1899-1969.
Sanborn's Fire Insurance Maps of Oakland, 5: 591 (1925/1931 update; 1929/1950 update).
Telephone interview with Dave Olson of Bostrom-Bergen Metal Products, 20 February 1998.
Thompson and West. *Official and Historical Atlas Map of Alameda County, California.* Oakland: Thompson & West, 1878 (reprint 1976 Valley Publishers, Fresno).

Detail of As-Built Plans for Interstate 880 (formerly Route 69)
showing Holst property at 4731 Coliseum (then Clement Street).
Crosswise lines indicate the take of right-of-way for freeway construction.



Source: Caltrans [formerly California Division of Highways], contract #0-14TC53, plans dated 1948.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) 500 High St.

P1. Other Identifier: -
*P2. Location: ___ Not for Publication _X_ Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 500 High St. City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 034-2299-001-1.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This 2.755 acre-parcel is almost entirely occupied by a large structure of accretive appearance on a concrete foundation. The structure has an exterior clad variously in scored stucco and in vertical corrugated iron or aluminum siding; a section to the south of recent construction appears to have walls of concrete. The wood-frame structure is one high story and has a nearly flat roof with skylights. There is a large opening on the center of the long Howard Street side. The setting is industrial.

*P3b. Resource Attributes: (List attributes and codes) HP8- industrial building/ complex
*P4. Resources present: _X_ Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.) north, west elevations, 12/1/1997

*P6. Date Constructed/ Age and Sources: _X_ Historic __ Prehistoric __ Both
c. 1927, additions 1949-1982 (County tax assessor records)

*P7. Owner and Address:
High St. Bridge Self-Storage LP
1224 Coast Village Cr
Santa Barbara, CA 93108

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: 12/97-2/98

*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project in the City of Oakland, ALA-880 PM 27.4/ 28.0, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 500 High St.

B1. Historic Name: White Brothers Hardwood Headquarters
B2. Common Name: High St. Bridge Self-Storage
B3. Original Use: industrial/ commercial B4. Present Use: industrial/ commercial
*B5. Architectural Style: 20th century industrial vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations)

Constructed c. 1927, addditions/remodels/demoltions in 1949, 1953, 1956, 1981-82 (per assessor's tax records).

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. Related Features:

Southern Pacific Railroad line along northwest side of structure; spur track along west end of structure.

B9a. Architect: unknown b. Builder: James H. Pedgrift
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This property originally was the White Brothers' hardwood warehouse and retail lumber yard. Founded in 1872 in San Francisco, the firm expanded to the East Bay during a significant period of growth of the building trades, opening the facility in May 1927. The builder was James H. Pedgrift who was active in Oakland in the 1920s. At the time it opened, the plant was described as "one of the largest and most modern lumber yards in the entire country." Period photographs and illustrations of the building in 1927 show a large L-plan building on the northern end of the parcel, surrounded by stacks of lumber. Comparison with later Sanborn's maps and with county tax assessor's records suggests that the original building still exists, but is hidden under many later additions; the southern end of the original L-plan appears to have been demolished and replaced by other structures added by the present occupants, a self-storage facility.

This property does not appear eligible for the National Register, because a constant series of alterations, additions, and demolitions, have resulted in a complete loss of integrity.

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. References:
(Please see continuation sheet.)

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-February 1998

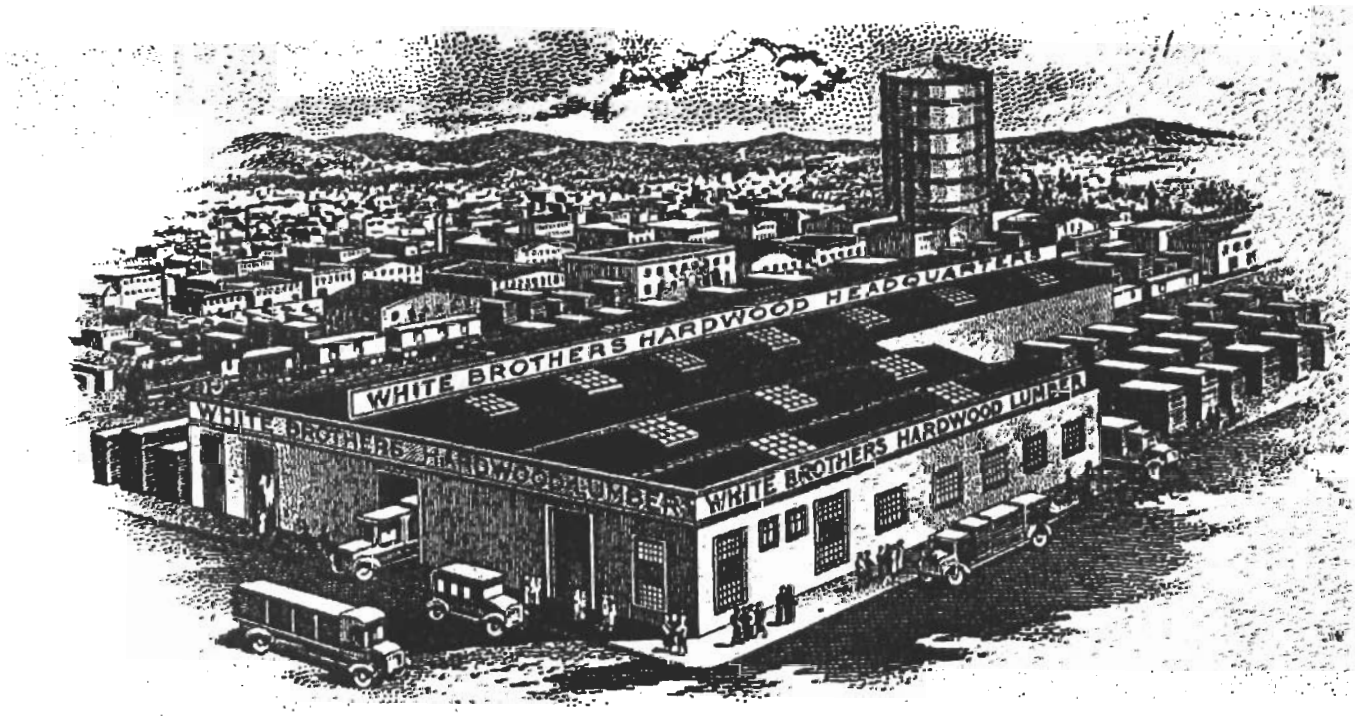
(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map #26.

*B12. **References:**

Alameda Co. Assessor's Property records;
Block Books;
Oakland City Directories and Telephone Books, 1915-1970
Sanborn's Fire Insurance Maps of Oakland, 5: 594 (1925/1931 update; 1929/1950 update);
White Brothers letterhead, Oakland Public Library, Local History Room: letterheads in vertical file;
"White Brothers Open New Oakland Hardwood Headquarters," *The East Bay Builder* ["Official Organ of the Builders' Exchange of Alameda County"], 15 May 1927, pp. 5-6.



View southeast, from c. 1927 White Brothers letterhead, Oakland Public Library vertical files

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 574 High St. & 4309 Jensen St.

P1. Other Identifier: -
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 574 High Street & 4309 Jensen St. City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 034-2299-002-01 .

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This parcel contains two small, nearly identical residences on a small corner lot in a busy industrial area. Both dwellings are one story in height, have mostly rectangular plans, and have a gable roof with small projecting gabled portico supported by iron rods. Windows are wood-frame double hung, one-over-one type, and appear mostly original, although all have recent security grilles. Both residences have been clad in vinyl siding. A chain-link fence encloses the property.

*P3b. Resource Attributes: (List attributes and codes) HP2- single-family property (2 separate houses)
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.) northeast elevation, 12/3/1997

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1913 (County tax assessor records)

*P7. Owner and Address:
Margo I Vanness, Tr.
5 Embarcadero W., #5
Oakland, CA 94607

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project in the City of Oakland, ALA-880 PM 27.4/ 28.0, EA 16540K (1998)

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

DPR 523A (1/95) *Required Information

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 574 High St. & 4309 Jensen St.

B1. Historic Name: -

B2. Common Name: -

B3. Original Use: residential B4. Present Use: residential

*B5. Architectural Style: 20th century frame vernacular

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

Constructed c. 1913, per assessor's records.

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____

*B8. Related Features:

Chain-link fence enclosing two houses on property, row of pine trees on east side.

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme: _____ Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

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

These two small residences are dwarfed by some of the large-scale industrial development around them. The dwellings appear to be a remnant of the scattered small pockets of modest housing which shared the area with industry until the 1950s; since that time, and the construction of I-880, the district has grown increasingly industrial.

An early owner and longtime resident of 574 High Street was Gerald W. Routledge, a machinist with the Hutchinson Co., street and sewer contractors. With his wife Nellie, Routledge resided at the address from the mid-1920s through 1969. No other owner or resident of the adjacent house has been identified from local historical records. The property does not appear eligible for National Register listing because no significant historical associations can be found for any persons associated with it, and because it was never a good example of a type, method, or style of construction.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Alameda Co. Assessor's Property records; Block Books;
Sanborn's Fire Insurance Maps of Oakland, 5: 594
(1925/1931 update; 1929/1950 update);
Oakland City Directories and Telephone Books, 1910-1970.

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland

*Date of Evaluation: December 1997-January 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map #27.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 615 High St.

P1. Other Identifier: -
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 615 High St. City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 033-2203-002.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This gore parcel is formed by the intersection of High Street and Alameda Avenue/ Southern Pacific Railroad tracks, and a spur track. The structure is an irregular L-plan facing southeast to High Street. A one-story front section with shallow gable behind a gabled parapet faces High Street and is parallel to Alameda Avenue (and SPRR tracks). To the rear is a two-story, gabled section clad in corrugated metal siding, and projecting southwest from the rear section is a one-story shed-roofed ell, partially open for use as a loading dock. Most of the exterior has been clad in plywood siding; front windows and door are of aluminum. Other details include metal industrial sash (fixed, 9-pane on the north long side) and a ventilator atop the two-story section.

*P3b. Resource Attributes: (List attributes and codes) HP8- industrial building/ complex, HP6 1-3 story commercial building
*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.) southeast elevation, 12/1/1997

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1917, 1960 addition (County tax assessor records)

*P7. Owner and Address:
Clifford & Fredena Asbill
18029 Joseph Drive
Castro Valley, CA 94546

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project in the City of Oakland, ALA-880 PM 27.4/ 28.0, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 615 High St.

B1. Historic Name: -
B2. Common Name: Pursel Quality Paints
B3. Original Use: industrial B4. Present Use: industrial/ commercial
*B5. Architectural Style: 20th century industrial vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations)

Constructed c. 1917, 1960 addition, per assessor's tax records.

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. Related Features:

Southern Pacific Railroad line along northwest side of structure; spur track along west end of structure.

B9a. Architect: unknown b. Builder: unknown
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This modest structure has been used for a number of industrial uses. The first identifiable occupant was the Kilmol Factory, which manufactured insecticide, later called the H. F. Dugan Chemical Works (c. 1923 through c. 1928). During the 1930s the property was occupied by High Street Auto Wreckers. From 1948 through the 1960s the property was used by the J. M. Rich Paint and Varnish Company, a wholesale paint manufacturer.

Very little information has come to light during historical research to suggest any significant associations with this property. The building was never an important example of its style, type or method of construction, and has lost integrity through the many alterations to the street elevation. The property does not appear eligible for the National Register.

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. References:
Alameda Co. Assessor's Property records; Block Books;
Sanborn's Fire Insurance Maps of Oakland, 5: 510
(1925/1931 update; 1929/1950 update);
Oakland City Directories and Telephone Books, 1915-1970.

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-February 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map # 28.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 750-752 High St.

P1. Other Identifier: -

*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.

c. Address 750-752 High St. City Oakland Zip 94601

d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 034-2290-007.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This property consists of a rectangular-plan, one-story brick structure on a concrete foundation; the footprint is approximately 40' x 110', with the short end facing the street. On the short end facing the street are a central double door (glazed with aluminum frame, large plate glass transom and glass block sidelights) flanked by large multi-pane metal frame windows (both windows and door are not original). There is a slightly recessed frieze panel of brick above the doors and windows on the street front. Along the long southwest side are four segmental-arched windows (all have security grilles and replacement windows) , one door surmounted by a segmental brick arch, a second, similar door which has been bricked in, and a third opening covered by a metal roll-up door. The hip roof appears new and has a number of bubble skylights.

*P3b. Resource Attributes: (List attributes and codes) HP8- industrial building, HP 6 1-2 story commercial building

*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.) northwest & southwest elevations, 12/01/1997

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
1920 (Building permit)

*P7. Owner and Address:
Leslie A. Bacon, et al
752 High St.
Oakland, CA 94601

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project in the City of Oakland, ALA-880 PM 27.4/ 28.0, EA 16540K (1998) and Oakland Cultural Heritage Survey Completion Report, CLG Project #06-93-80101, 9/30/94 (URM Citywide)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 750-752 High St.

B1. Historic Name: -
B2. Common Name: -
B3. Original Use: industrial B4. Present Use: commercial
*B5. Architectural Style: early 20th century brick utilitarian
*B6. Construction History: (Construction date, alterations, and date of alterations)

Constructed 1920, per building permits; alterations in 1957, 1960, 1991, per assessor's records. Windows and doors have been replaced, original roof structure has been altered.

*B7. Moved? X No _ Yes _ Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: Hyde, Lawrence Flagg b. Builder: Warner, S. A
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This brick building, according to research conducted by the Oakland Cultural Heritage Survey, was constructed in 1920 as a cotton and woolen mill, Economy Mills. This firm was evidently short-lived, and does not appear in city directories after 1930. Elevation plans show that the building originally had a hip roof with a long ventilator at the ridgetop; the ventilator is no longer extant. The configuration of front doors and windows has been totally changed, too. Other later uses of the structure include a cleaners and dye works, Bell Cleaning and Dyeing Co. in the early 1930s, and an auto parts store/ auto wrecking during the late 1930s to 1940s.

The property does not appear eligible for National Register listing because no significant historical associations can be found for the original firm or for any persons associated with it. Although it is a moderately good example of a small mill structure, it has lost integrity through alterations.

B11. Additional Resource Attributes: (List attributes and codes) HP45- Unreinforced masonry building

*B12. References:

Alameda Co. Assessor's Property records; Block Books;
Sanborn's Fire Insurance Maps of Oakland, 5: 589
(1925/1931 update; 1929/1950 update);
Oakland City Directories and Telephone Books, 1910-1970.
Primary Record & BSO Record by Oakland Cultural Heritage Survey Completion Report, CLG Project #06-93-80101, 9/30/94 (URM Citywide).

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-January 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map # 29.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code: 7

Page P1 of 1

Other Listings OCHS Dc3
Review Code _____ Reviewer _____ Date _____

*P1. a. Resource Identifier (assign a name or number): Serial No. 441
b. Other Identifier: Smith (Alma)-Economy Mills factory

*P2. Location:
a. County Alameda
*b. Address 750-52 HIGH ST
City Oakland, CA
Zip 94601
*c. UTM: USGS 7.5' Quad Oakland East Date 1980; Zone: mE / mN
*d. Other Locational Data (e.g. parcel #, legal description, additional UTMs, etc.)
Parcel no.: 034 2290 007 00

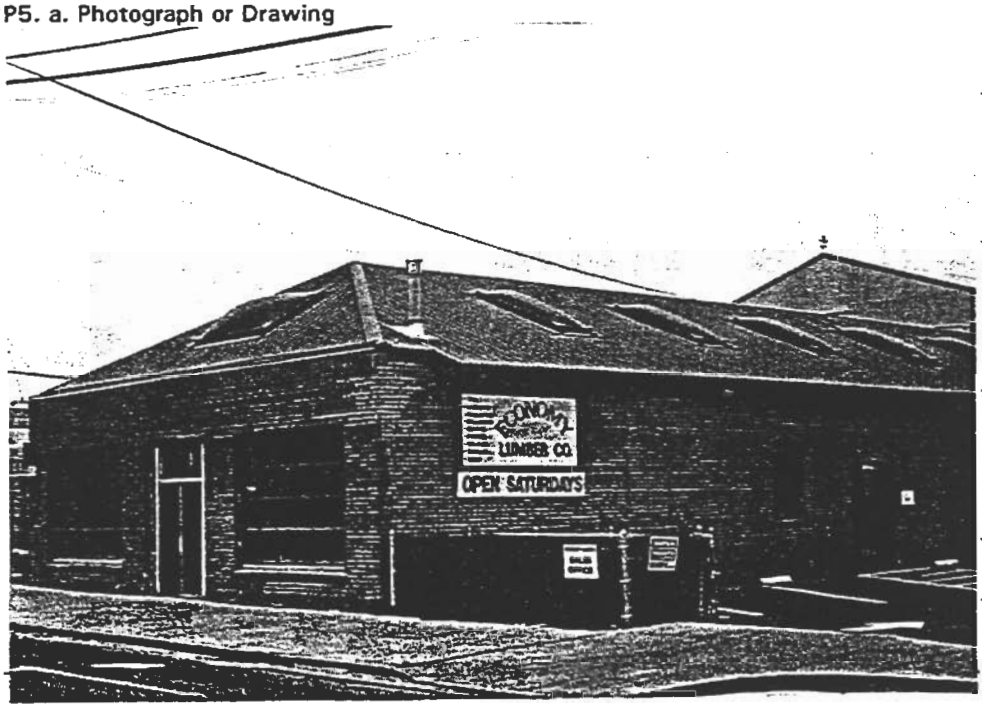
*P3. a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, etc.):

750-52 HIGH ST is an early 20th century utilitarian-1920s decorative brick industrial building. It is one story, rectangular plan, on an interior lot. It has a hip roof and large square front windows flanking a tall pedestrian door in front; there are smaller brick arched openings on the side. Exterior walls are dark red common brick. Roof is corrugated metal. Foundation is concrete. Structure is brick bearing wall. Sanborn maps describe it as brick. The building has three-dimensional brickwork on pilaster caps, sills, and coping, and metal sash and skylights. Present use is warehouse, Economy Lumber. Surroundings are densely built up, commercial, industrial.

Visible alterations include new doors and windows, security grilles, bubble skylights. The building is in excellent condition; its integrity is good.

b. Resource attributes: HP08--industrial building
*P4. Resources present: /X/Building / /Structure / /Object / /Site / /District / /Element of District ( ) / /Other

*P5. a. Photograph or Drawing



P5. b. Photo number: 628-13
Photo date: 08/12/92

*P6. Date Constructed/Age, and Source:
/ /Prehistoric /X/Historic / /Both
1920 F
building permit

*P7. Owner and Address:
BACON LESLIE A ETAL
752 HIGH ST
OAKLAND CA 94601

*P8. Recorded by (name, affiliation, address):
Oakland Cultural Heritage Survey, 1 City Hall Plaza, Oakland 94612 (510-238-3941)

*P9. Date Recorded: 09/30/94

*P10. Type of Survey: / /Intensive
/X/Reconnaissance / /Other

*P11. Report Citation: OCHS Completion Report, CLG Project #06-93-80101, 9/30/94 (URM Citywide)

*Attachments: /X/None / /Location Map / /Sketch Map / /Continuation Sheet / /Building, Structure, and Object Record / /Other

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD
Page B1 of 2

Primary # _____
HRI # _____

*NRHP Status Code: 5S
Local/Other Rating: Dc3

*Resource Name or #: Serial No. 441
750-52 HIGH ST Oakland CA 94601

B1. Historic Name: Smith (Alma)-Economy Mills factory
B2. Common Name: Economy Lumber
B3. Original Use: Industry B4. Present Use: Industry/Comm./warehouse
*B5. Architectural Style: early 20th century utilitarian - 1920s decorative brick
*B6. Construction History: built 1920
new doors and windows, security grilles, skylight
*B7. Moved? /X/No / /Yes / /Unknown Date: Original Location:
*B8. Related Features:

B9a. Architect: Hyde, Lawrence Flagg b. Builder: Warner, S.A.

*B10. Significance: Theme: masonry buildings (industrial) Area: Oakland
Period: 1850-1948 Property Type: industrial building N.R. Criteria: N/A
(Discuss importance in terms of context as defined by theme, period, and geographic scope. Also address integrity.)

750-52 HIGH ST, the Smith (Alma)-Economy Mills factory, is a very good example of an early 20th century utilitarian-1920s decorative brick industrial building. It was built in 1920, architect Lawrence Flagg Hyde and builder S.A. Warner. It is dated by building permit 54924, and was originally valued at $8,694. Plans are on file with the City of Oakland. Historically the building reflects waterfront industrial development. The original owner and developer, about 1920, was Alma Smith, unidentified. The property is also associated with Economy Mills factory, commercial occupant c.1920s, cotton and woolen products. Oakland architect Lawrence Flagg Hyde was an active designer of houses, apartments, and commercial buildings in the 1920s and 30s.

The Oakland Cultural Heritage Survey rates this property Dc3 (D, minor importance; potentially C, secondary importance or superior example, if restored). It is not located in a district (3). Its Survey rating makes it a historic property under Oakland's Historic Preservation Element. It does not appear eligible for the National Register, however, since there are more significant examples.

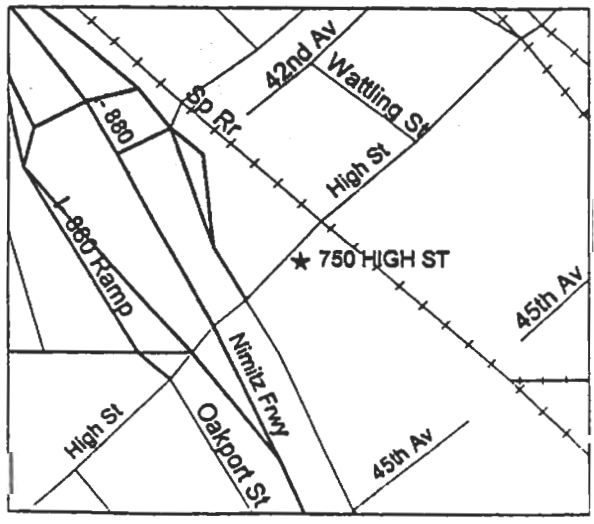
(see plans continuation page)

B11. Resource Attributes: HP08--industrial building
*B12. References:
Building and alteration permits, Sanborn maps, 1912-1935, 1951, 1970s; directories & phone books; city & county block books; name and subject indexes, Oakland History Room, OPL

B13. Remarks:
Primary Record submitted 9/30/94.

*B14. Evaluator: Betty Marvin
*Date of Evaluation: 03/02/94
Date Recorded: 09/30/95
(This space reserved for official comments.)

(Sketch map, ^N^ north at top.)



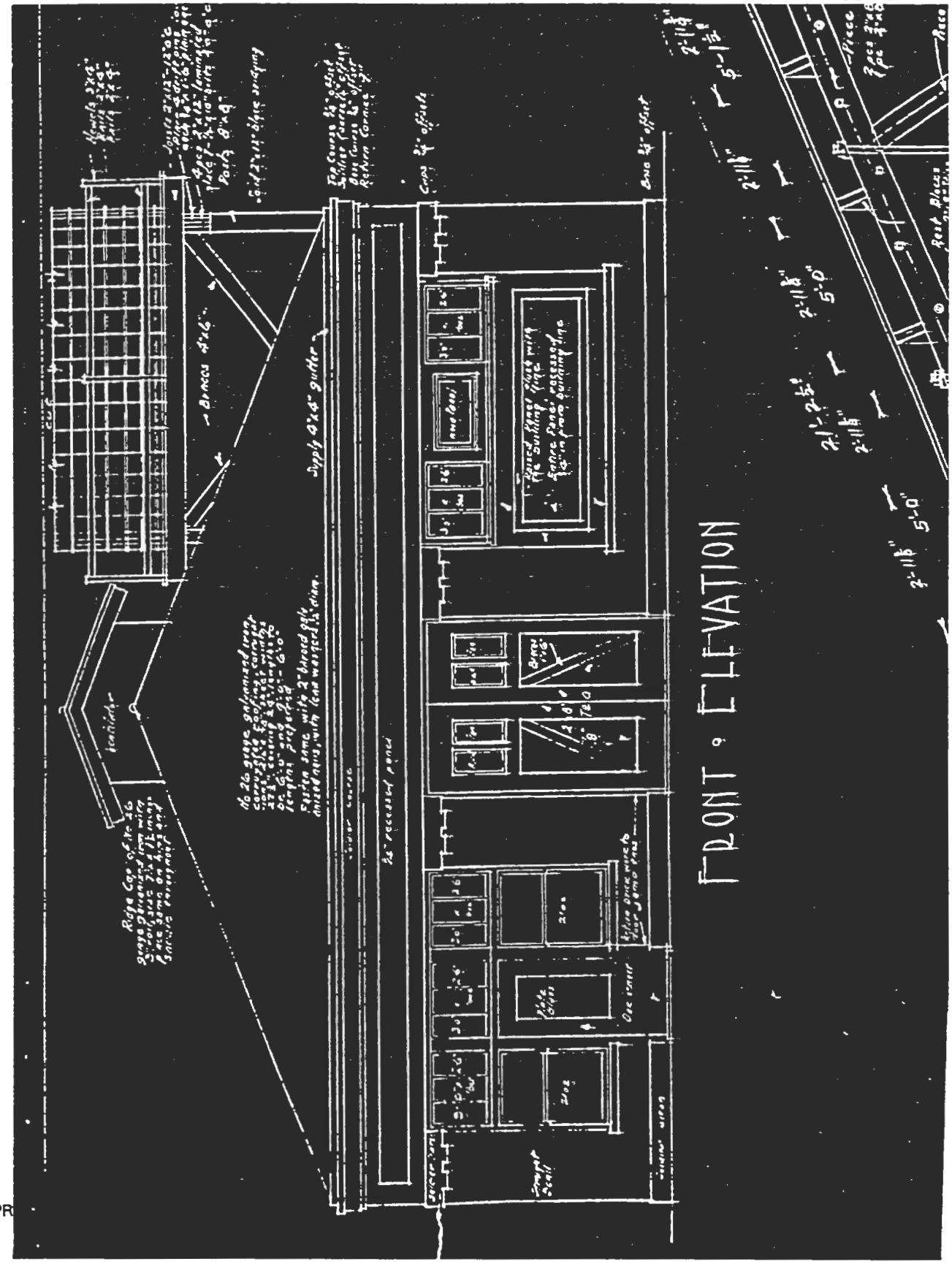
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET
Page B2 of 2

Primary # _____
HRI # _____

*Resource Name or #: Ser. No. 441-Smith (Alma)-Economy Mills factory
750-52 HIGH ST Oakland CA 94601

*Recorded by Oakland Cultural Heritage Survey *Date 09/30/95 /X/ Continuation / / Update

Permit #54924, 02/13/20 Plans and specs on file with City of Oakland (excerpt)
1s brick factory for Mrs. Alma Smith, E High St 60 S/SPRR Track, Lawrence Flagg Hyde arc:



Substitute DPR

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) 4417 Oakport St.

P1. Other Identifier: -

*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.

c. Address 4417 Oakport St. City Oakland Zip 94601

d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

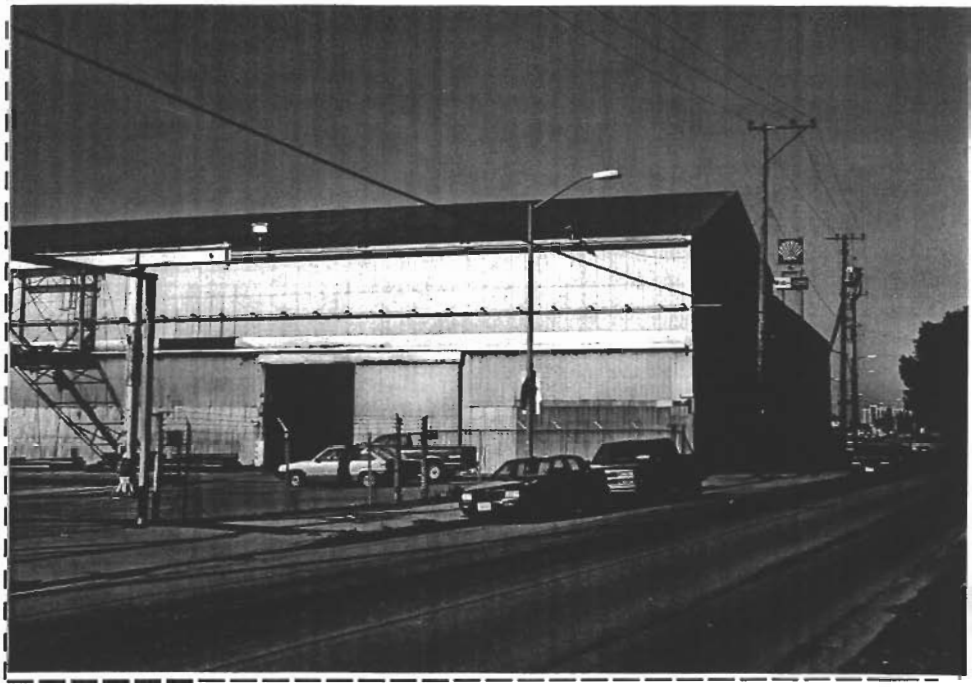
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor's Parcel Number: 034-2295-009-03.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

This large parcel is roughly 250' x 500' and fronts onto Oakport Street, which is a freeway frontage road,. and backs onto Jensen Street. The northern two-thirds of the parcel contains a large building with multiple parallel gables, while the southern third of the parcel is paved and has several large overhead craneways. Clad in corrugated metal, the wood and steel-frame structure has a concrete foundation. The two smaller, and presumably older, sections on the north end of the property are approximately one story high; an office is located on the Oakport elevation which is faced in plywood siding and has glass block and aluminum frame windows below a flat parapet. The newer section on the south side is well over two tall stories high with three very large sliding doors along the long south (yard) side. Fading signage of the previous building occupant, Weld-Rite Co., still appears on the Oakport elevation; aerial photographs show that the roof also had the business name painted on it; current aerial photos show the present business name on the roof, Ameron.

*P3b. Resource Attributes: (List attributes and codes) HP8- industrial building/complex

*P4. Resources present: X Building __ Structure __ Object __ Site __ District __ Element of District __ Other



P5b. Description of Photo: (View, Date, etc.) south & east elevations, 12/01/1997

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1925; 1954 (per county tax assessor records)

*P7. Owner and Address:
Dean M. & Lilian E. Scott, Tr., et al
c/o Ameron, Inc. 5851
Oakland, CA 94601

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: Dec. 1997

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project in the City of Oakland, ALA-880 PM 27.4/ 28.0, EA 16540K (1998)

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

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code 5

*Resource Name or # (Assigned by recorder) 4417 Oakport St.

B1. Historic Name: Weld-Rite Co.
B2. Common Name: Ameron, Inc. Pole Products Division
B3. Original Use: industrial B4. Present Use: industrial
*B5. Architectural Style: 20th century steel frame utilitarian
*B6. Construction History: (Construction date, alterations, and date of alterations)

Constructed 1925 and 1954 with alterations in 1960, 1972, per assessor's records. Exterior overhead craneways constructed 1955, 1963.

*B7. Moved? __ No __ Yes X Unknown Date: 1952? Original Location: unknown
*B8. Related Features:

Chain-link fence enclosing the property; railroad spur track on Jensen Street.

B9a. Architect: _____ b. Builder: _____
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Although county tax assessor records give an estimated date of the older structures on this property of c. 1925, the buildings may have been moved onto the site, because no industrial buildings appear in this location on the Sanborn's Insurance Maps of 1925 (updated through 1931, nor on California Division of Highways As-Built plans from 1948). The first identified occupant of this property was the Weld-Rite Company , which ran a business of welding and steel fabricating at the site beginning in1948 through the 1960s. Building permits on file with the City of Oakland show that two unidentified structures were moved on site in 1952 and 1971.

Research in local historical records has yielded no information about significant individuals, industrial processes, or events conducted here. In addition, the property does not appear eligible for the National Register of Historic Places because the complex was never an exceptional or particularly good example of a type, method, or style of construction.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Alameda Co. Assessor's Property records; Block Books;
Caltrans aerial photos ASC.# 450-2 (1961), ASC 9241 (1992).
Caltrans [formerly California Division of Highways] As-Built Plans for Interstate 880 (formerly Rte 69), contract #0-14TC53,1948.
Oakland City Directories and Telephone Books, 1910-1970.
Sanborn's Fire Insurance Maps of Oakland, 5: 589 (1929/1950 update);

B13. Remarks:

*B14. Evaluator: Elizabeth Krase, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: December 1997-January 1998

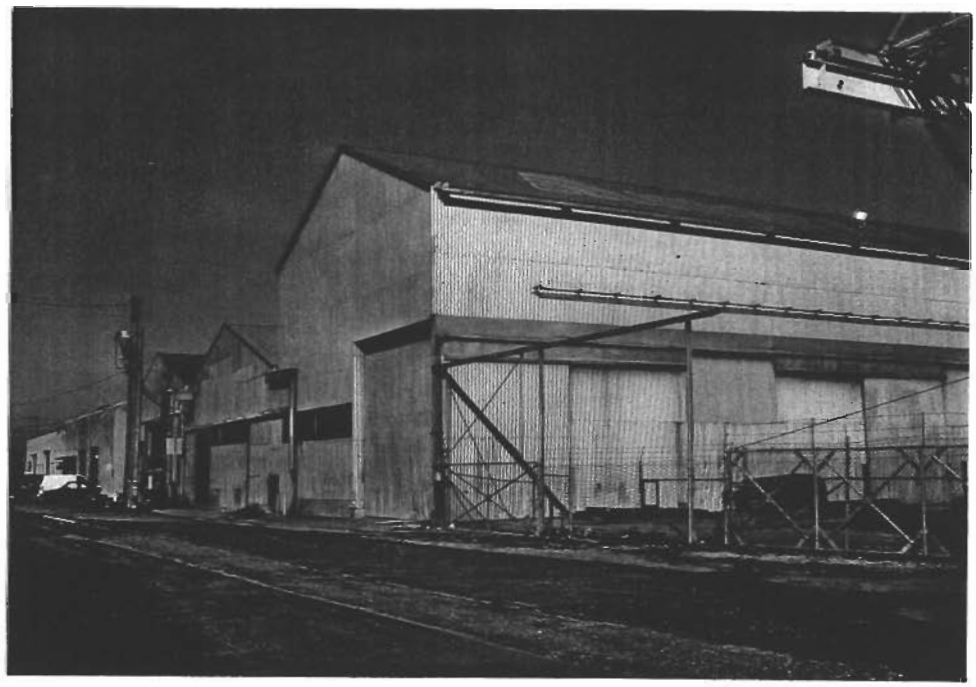
(This space reserved for official comments.)

(Sketch Map, with north arrow required)

Please refer to APE map # 30.

Above: Detail of office entrance, northeast elevation.

Below: Jensen Street (southwest) elevation.



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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 7 *Resource Name or #: (Assigned by recorder) 31

P1. Other Identifier: Southern Pacific/Union Pacific Railroad
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address _____ City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

The main line tracks for the Southern Pacific Railroad/Union Pacific pass through the Fruitvale neighborhood of the City of Oakland before reaching their terminus in West Oakland. That section of the line from 35th Avenue to 50th Avenue and the section of the Alameda Branch line that serves the area adjacent to the tidal canal are located within the Area of Potential Effect for the High Street Overhead Seismic Retrofit Project. Within the APE the property consists of standard gauge railroad tracks, as well as grade crossing equipment, at various intersections with surface streets.

*P3b. Resource Attributes: (List attributes and codes) AH7- railroad grade
*P4. Resources present: __ Building X Structure __ Object __ Site __ District __ Element of District __ Other

P5b. Description of Photo: (View, Date, etc.) main line tracks, looking northwest from High Street 2/22/98

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
ca. 1865/1969/1911

*P7. Owner and Address:
Union Pacific Railroad Company
1416 Dodge Street #110
Omaha, NE 68179

*P8. Recorded by:
Elizabeth McKee,
CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: April 1998

*P10. Survey Type: (Describe)
intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998)

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

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 7 **Resource Name or #:** (Assigned by recorder) 31

L1. Historic and/or Common Name: Southern Pacific Railroad

L2a. Portion Described: _ Entire Resource x Segment _ Point Observation **Designation:** _____

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful location data. Show the area that has been field inspected on a Location Map.)

The Southern Pacific Railroad (now Union Pacific) tracks pass through the Fruitvale neighborhood of the City of Oakland before reaching their terminus in West Oakland. Segments of the line, from 35th Avenue to 50th Avenue and the Alameda Branch from Howard to 50th Avenue, are located within the Area of Potential Effect for the High Street Overhead Seismic Retrofit Project.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

Within the APE the property consists of standard gauge railroad tracks, as well as mechanical grade crossing equipment at various intersections with surface streets.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
- **a. Top Width** _____
- **b. Bottom Width** _____
- **c. Height or Depth** _____
- **d. Length of Segment** _____

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

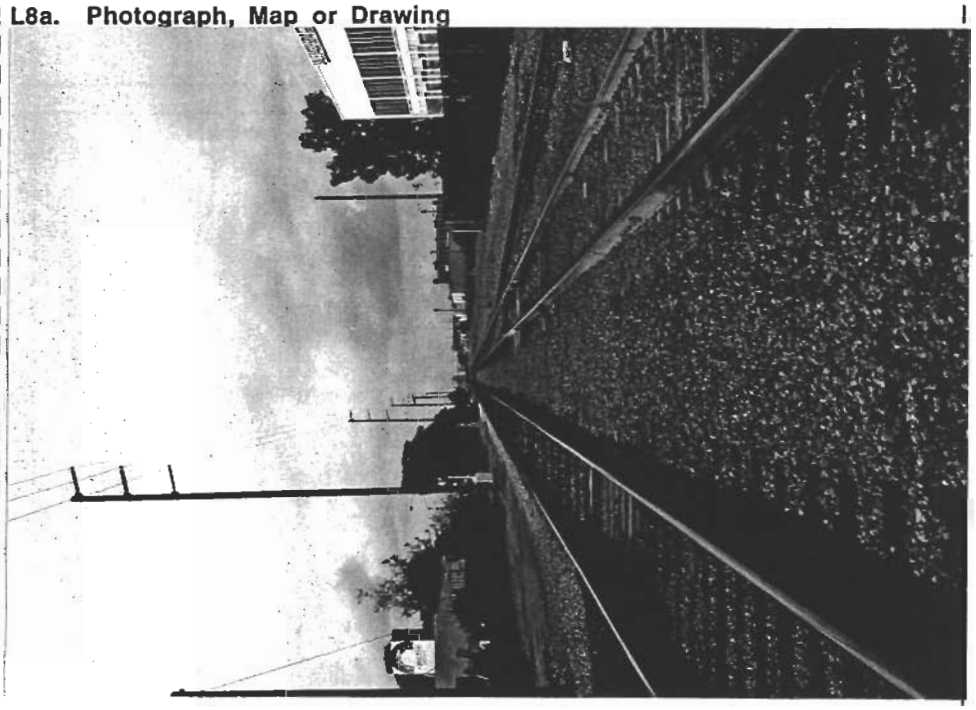
Please refer to APE map #31

L5. Associated Resources:

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
Industrial and commerical districts

L7. Integrity Considerations:
All of the material has been replaced as part of routine maintainance.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
main line tracks, looking southeast from High Street
2/22/98

L9. Remarks:

L10. Form Prepared by:
Elizabeth McKee
Caltrans, District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

L11. Date: April 1998

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

Primary # _____
HRI # _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 3 of 7

*NRHP Status Code _____

*Resource Name or # (Assigned by recorder) 31

B1. Historic Name: Central Pacific Railroad/Southern Pacific Railroad
B2. Common Name: Southern Pacific Railroad
B3. Original Use: railroad B4. Present Use: railroad
*B5. Architectural Style: N/A
*B6. Construction History: (Construction date, alterations, and date of alterations)

*B7. Moved? X No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: unknown b. Builder: Central Pacific Railroad/Southern Pacific Railroad
*B10. Significance: Theme: _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Southern Pacific/Union Pacific Railroad that parallels the Nimitz Freeway alongside San Leandro Bay is the successor to a series of railroads following essentially the same alignment. These began with A.A. Cohen's broad gauge San Francisco and Alameda Railroad, which was constructed in Alameda and Oakland in 1864 to deliver suburban commuters to San Francisco-bound ferries. In 1869 the Central Pacific Railroad extended its rails to the coast over Altamont Pass and through Niles Canyon, and in the process absorbed the line. In 1870 the Central Pacific Railroad Company completed its direct line to Oakland, which became the transcontinental terminus. The line to Alameda was retained however as a commuter line. A triangular arrangement of junctions was created when tracks paralleling Fruitvale Avenue were added soon thereafter. By the 1870s there were station at two of the wyes; Melrose Station (near the present location of 47th Avenue and San Leandro Street) and Fernside Station (where the tidal canal was subsequently excavated).

The project of improving Oakland's harbor began in the 1870s with efforts to connect the waters of San Leandro Bay with San Antonio Creek. The concentrated work excavating the tidal canal occurred between 1895 and 1902. Between 1901 and 1902, in conjunction with this development, the Southern Pacific Company (as the railroad and its various holdings were reincorporated in 1884) constructed a railroad bridge over the tidal canal at Fruitvale Avenue. The line from Melrose Station to Alameda was rerouted to parallel the new tidal canal to the Fruitvale line.

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Ford, Robert S. *Red Trains in the East Bay.*
Interurban Special 65, Glendale, Interurban, 1977
Trimble, Paul C. *Interurban Railways of the Bay Area.*
Fresno, Valley Publishers, 1977

B13. Remarks:

*B14. Evaluator: Elizabeth McKee, Architectural Historian
Caltrans District 4, Oakland
*Date of Evaluation: April 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

see APE #31

Continued from B.10

When E.H. Harriman acquired control of the line, becoming president in 1901, he implemented a modernization program which included improving the operating plants and equipment, to remain competitive with the Key System commute service. Under the name of the Oakland, Alameda and Berkeley, the suburban lines in Alameda County were transformed when they were rebuilt and electrified between 1902 and 1915. Some 29.3 miles of existing suburban lines were rebuilt and 21.1 miles of new lines into new areas were installed. Most of the system total of 50.4 miles was laid with new 75-pound to 120-pound rail placed on redwood ties on new rock ballast.

By the time electrified service began for this area in 1911 there were two stations serving the Melrose and Fruitvale neighborhoods. The Melrose Station consisted of a Freight Depot, a Flagman's Shanty, a Passenger Depot, a Section House (all just to the southeast of the APE and no longer extant) The Fruitvale Station consisted of a Freight House, a Depot and Tower flanking main line just north of Fruitvale Avenue (outside the APE and no longer extant). Some six blocks to the southwest, and adjacent to the Estuary for its temperature-cooling water, was the Fruitvale Powerhouse and Substation, completed in 1911 (also no longer extant). The Powerhouse, recognized at the time by the American Institute of Electrical Engineers as an outstanding achievement in the field of power generation, fed the Fruitvale Substation as well as others in West Oakland and North Berkeley, which served the Southern Pacific interurbans in the East Bay.

Though the OA&B reorganized as the Interurban Electric Railway in 1934 and was rerouted along with the Key System and the Sacramento Northern Railroad to run on the San Francisco Oakland Bay Bridge after 1937, the service ultimately proved a financial loss. The last IER train ran in July 1941 (the last Key System train service was April 20, 1958). In the following years most of the tracks on Alameda Island were removed, as were most of the buildings associated with the commute service in the area. Southern Pacific devoted its service to freight traffic. In 1996 the SP and the Union Pacific Railroad merged.

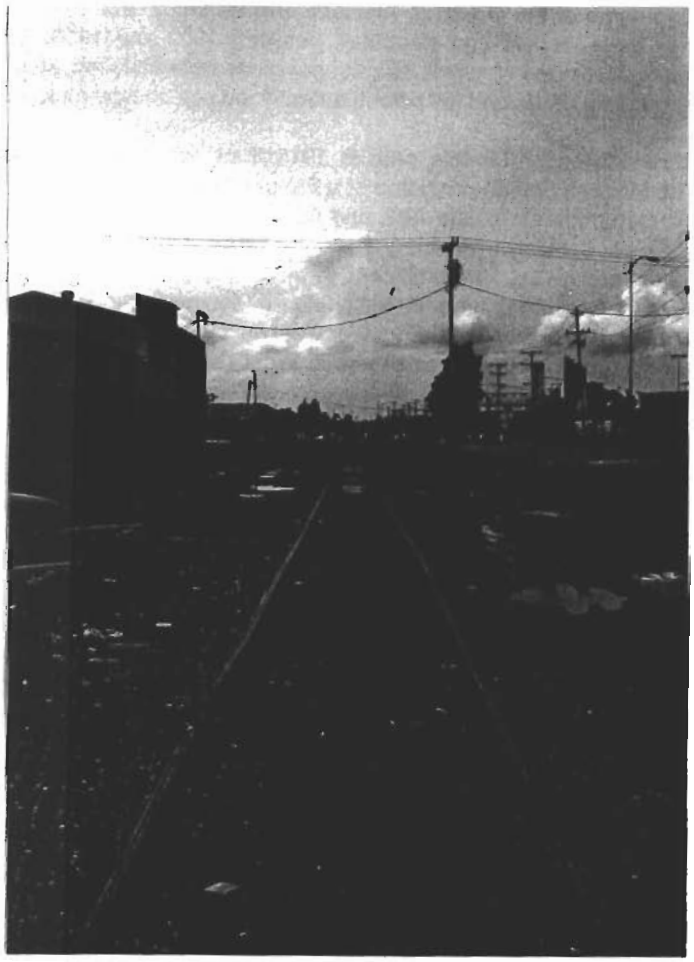
The railroad lines through the Melrose and Fruitvale neighborhoods of Oakland were, in their early incarnations, components of the transcontinental railroad which was influential in the development of Bay Area commerce, industry and community. The subsequent ambitious electric interurban system represented the ambitious transportation technology of the early twentieth century in the East Bay. However, today the lines are seriously altered remnants of what was once a much more complex property. Therefore, they do not appear to possess sufficient integrity to qualify them for listing in the National Register under Criteria A, B, or C, nor do they possess potential to yield significant data under Criterion D.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 5 of 7 *Resource Name or # (Assigned by recorder) 31

*Recorded by: Elizabeth McKee *Date: April 1998 x Continuation __ Update



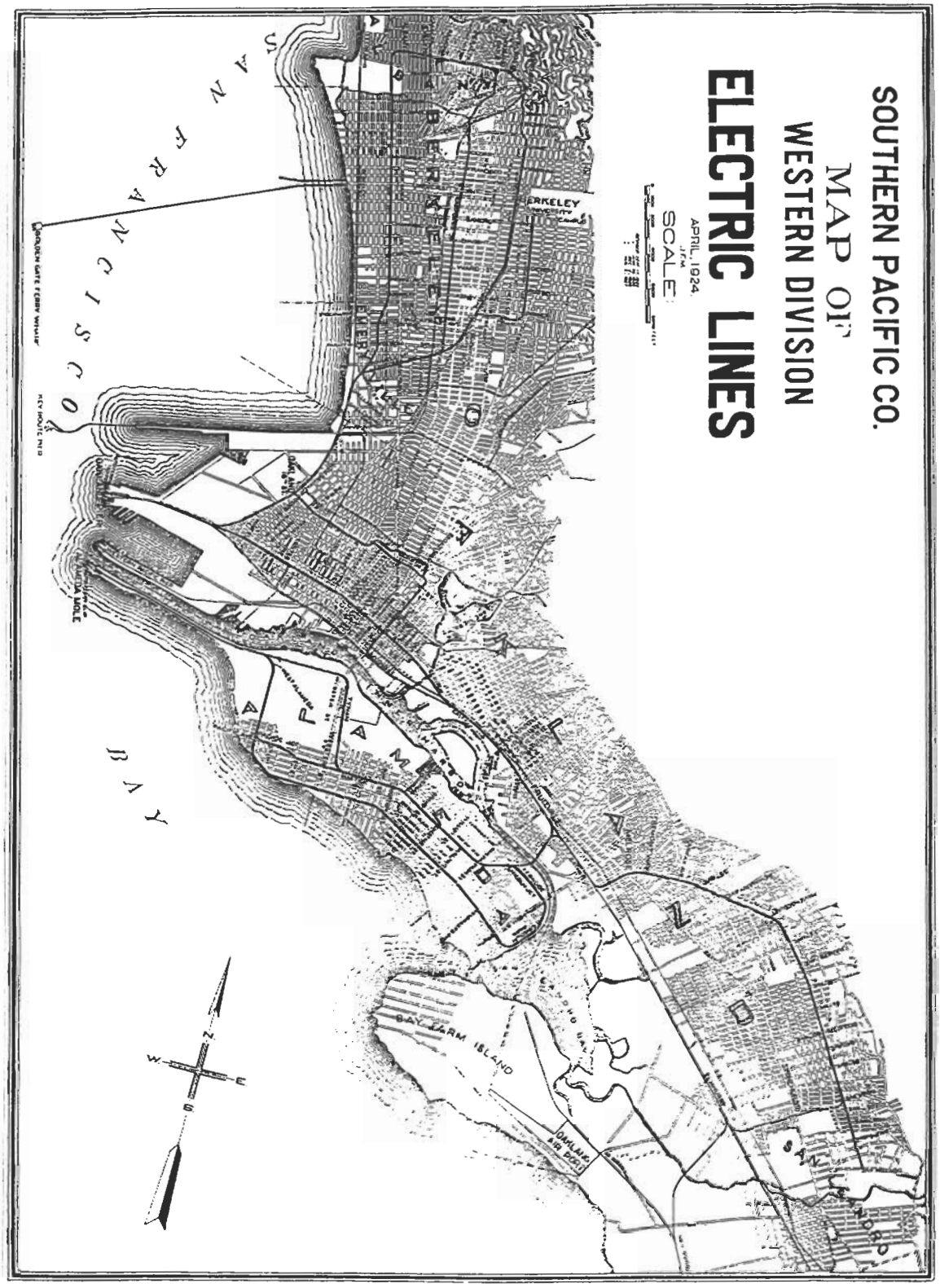
Spur Tracks Looking Northwest
Toward Alameda From Interchage of High Street and Alameda Avenue
2/22/98

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 6 of 7 *Resource Name or # (Assigned by recorder) 31

*Recorded by: Elizabeth McKee *Date: April 1998 x Continuation __ Update



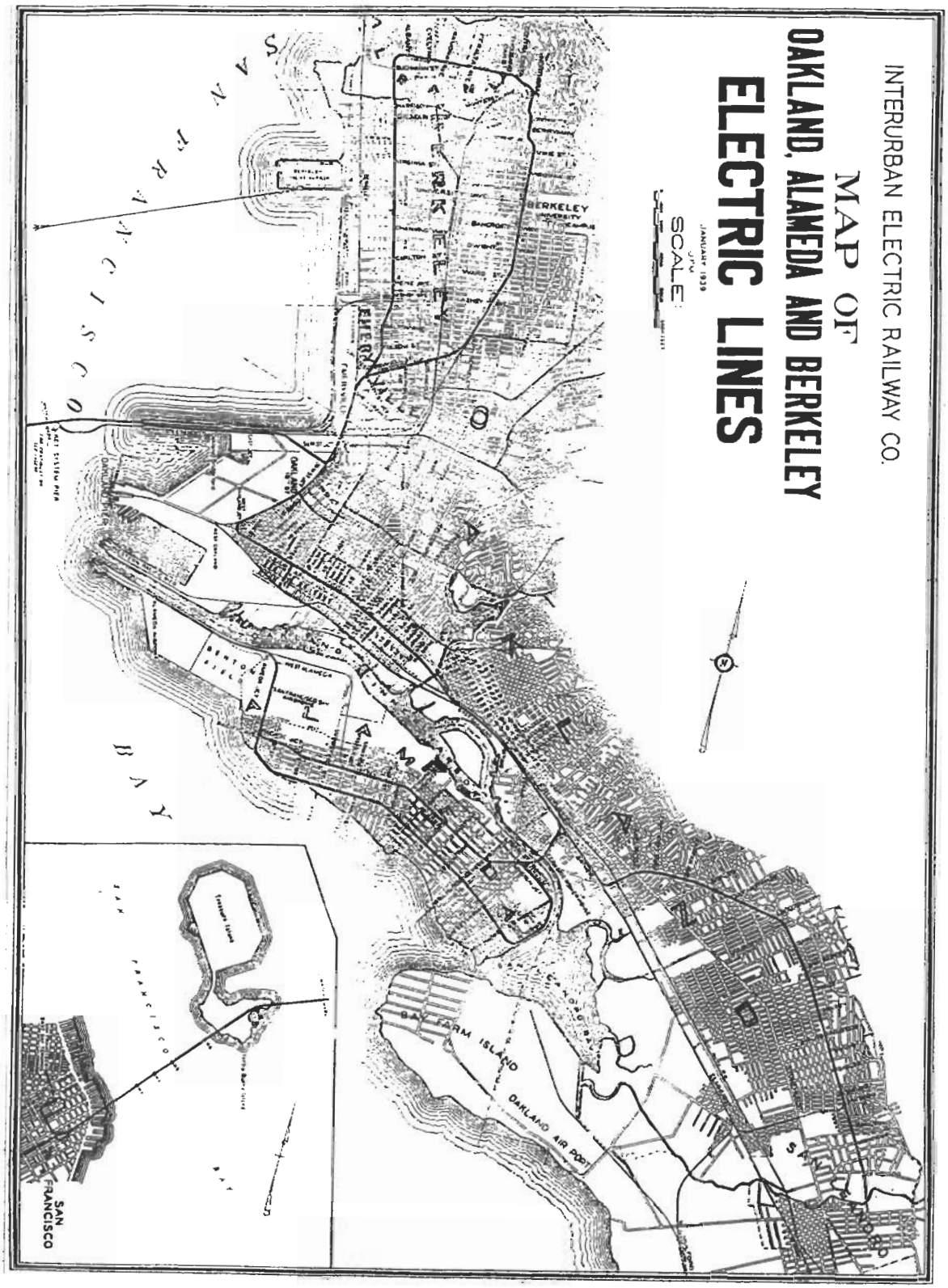
(map from *Red Trains in the East Bay)*

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 7 of 7 *Resource Name or # (Assigned by recorder) 31

*Recorded by: Elizabeth McKee *Date: April 1998 x Continuation __ Update



(map from *Red Trains in the East Bay)*

DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

HRI # _____
Trinomial _____
NRHP Status Code 5
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 8 *Resource Name or #: (Assigned by recorder) 36th Avenue/ East 8th Street District

P1. Other Identifier: _____
*P2. Location: __ Not for Publication X Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Oakland East Date 1959 (rev. 1980) T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address 702-748 36th Ave/3615 East 8th St./ 745 37th Ave. City Oakland Zip 94601
d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor's Parcel Numbers: 033-2181--1; -2; -10; -13; -14; -15; -16-1 and 033-2184-6 ; -7.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

For description of the 36th Avenue/ East 8th Street District, please refer to primary record form compiled by Oakland Cultural Heritage Survey (follows sheet 8 of 8 of this form).

*P3b. Resource Attributes: (List attributes and codes) HP 2- single family properties
*P4. Resources present: __ Building __ Structure __ Object __ Site X District __ Element of District __ Other

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

(Please see attached continuation sheets.)

P5b. Description of Photo: (View, Date, etc.) 12/97- 2/98

*P6. Date Constructed/ Age and Sources: X Historic __ Prehistoric __ Both
c. 1870-1910 Field observation & city directory, Sanborn's Maps.

*P7. Owner and Address:
multiple owners

*P8. Recorded by: (Name, affiliation, and address) Elizabeth Krase, CALTRANS District 4, Environmental Planning, South, P.O. Box 23660, Oakland, CA 94623-0660

*P9. Date Recorded: 12/97- 2/98

*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the High Street Overhead Seismic Retrofit Project, ALA-880 PM 27.4/ 28.0, in the City of Oakland, EA 16540K (1998) and Oakland Cultural Heritage Survey (CLG Project #06-95-10104, 9/30/96).

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

D1. Historic Name: Fruitvale Terminal Tract, Lane & Levy Tract D2. Common Name: _____

*D3. **Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

For description of the 36th Avenue/ East 8th Street District, please refer to primary record form compiled by Oakland Cultural Heritage Survey (follows sheet 8 of 8 of this form).

*D4. **Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

See attached map, sheet 3 of 8.

*D5. **Boundary Justification:**

District boundaries cannot be justified because the potential district is too fragmentary to be eligible for the National Register.

*D6. **Significance:** **Theme** _____ **Area** _____
Period of Significance c. 1870-1910 **Applicable Criteria** _____ (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district.)

This small district was identified by the Oakland Cultural Heritage Survey (OCHS) Completion Report, CLG Project #06-95-10104 (Citywide Recon.) in 1996. At that time it was preliminarily evaluated as an "Area of Secondary Importance," meaning that it was considered by OCHS staff to be not National Register eligible. This re-evaluation concurs with that finding.

The 36th Avenue/ East 8th Street District is a small pocket of turn-of-the-century residences surrounded by heavy industrial sites, retail, and the Interstate 880 freeway. The general vicinity has always had a mixed industrial-residential character, with both types of uses represented as far back as 1878, according to Thompson and West's *New Historical Atlas of Alameda County, California* (1878). Industry located in the flat terrain for its proximity to San Leandro Bay and the Southern Pacific Railroad transcontinental line and its branch line to Alameda (1869); additional benefits came in the form of the shipping channel which joined San Leandro Bay with the Oakland Inner Harbor (1901) and an additional railroad, the Western Pacific Railroad (1910). An example of a large industry near the potential district was the 1918 American Can Company located southeast of 37th Avenue(now demolsihed; site occupied by K-Mart). Adjacent to the Southern Pacific Railroad, relatively small housing tracts such as these, the Lane and Levy Tract (1889), and the Fruitvale Terminal Tract (1891), were platted before the end of the nineteenth century. Very small original lots (approximately 25' x 100') suggest that the residential lots were intended as modest home sites for workers in the nearby industries (most parcels have been re-subdivided to form larger lots of approximately 50' x 100'). Research in local historical records on the occupant history of selected parcels shows that early occupants had occupations such as teamster, factory worker, watchman, Pullman porter, although many early occupants have not been identified presumably because they were tenants rather than owners.

Both the individual dwellings and the residential district overall have lost integrity due to a number of factors. When the Eastshore Freeway (now I-880) was constructed in 1949-1950, it cut a path directly through the tracts mentioned above, leaving fragments of the neighborhood on each side of the freeway. The existence of the freeway further enhanced the area's attractiveness to industry, and accelerated the pace of industrial expansion in the area. Comparison of aerial photographs of the corridor from 1961 and 1992 shows that many dwellings have been removed to permit industrial expansion or the construction of new industrial buildings; an example relevant to this particular district is the encroachment of the large industrial site to the immediate southwest of the tract, including closing East 7th (Boehmer) Street and the use of vacant parcels within the tract as parking lots. Two lots within the boundaries of the district no longer contain residences, but have been paved and are either vacant or contain modern industrial structures. Most of the remaining dwellings in the district have lost integrity through the addition of composition siding, new windows, basement garages or basement living units with new entrances. Nine of the ten dwellings in the district were constructed between 1875-1910; one was constructed in 1948. Only two of the buildings constructed in the period of significance retain a high degree of integrity. (Please refer to photographs on the following continuation sheets and the inventory forms for individual properties of 740 36th Avenue, 745 37th Avenue, and 748 36th Avenue/ 3615 East 8th Street.)

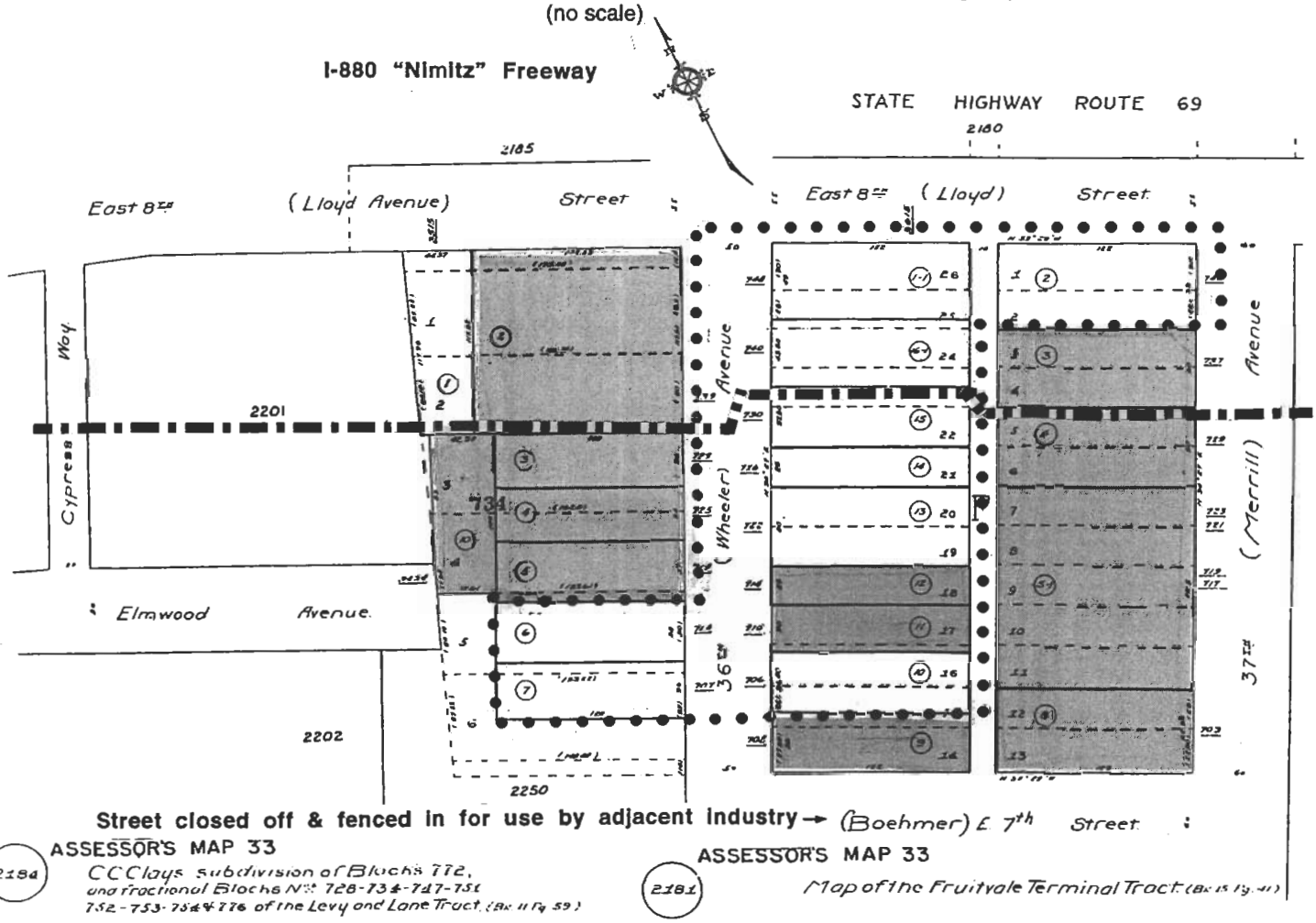
The 36th Avenue/East 8th Street District does not appear eligible for the National Register because the individual houses and the district overall have lost integrity, but the district may possess local interest.

*D7. **References** (Give full citations including the names and addresses of any informants, where possible):

Oakland City directories and telephone books, 1890-1965
Thompson and West. *Official and Historical Atlas Map of Alameda County, California.* Oakland: Thompson & West, 1878 (reprint 1976 Valley Publishers, Fresno).
Sanborn Map Company. *Fire Insurance Maps of Oakland, California.* Vol. 2: 1903 updated through 1911; Vol. 5: 1925 updated through 1931; and Vol. 5: 1925 updated through 1951.
Alameda Co. Assessor's Property records; Block Books;
Primary Record form, "36th Avenue/East 8th Street District" (Oakland Cultural Heritage Survey CLG Project #06-95-10104, 1996).

*D8. **Evaluator:** Elizabeth Krase, Architectural Historian **Date:** 23 February 1998
Affiliation and address: Caltrans District 4, Office of Environmental Planning, South, 111 Grand Avenue, Oakland, CA

Map of 36th Avenue/ East 8th Street District (not National Register eligible)
(no scale)



Shading indicates a vacant lot, parking lot, or industrial use.

Boundary of proposed district (not National Register eligible).

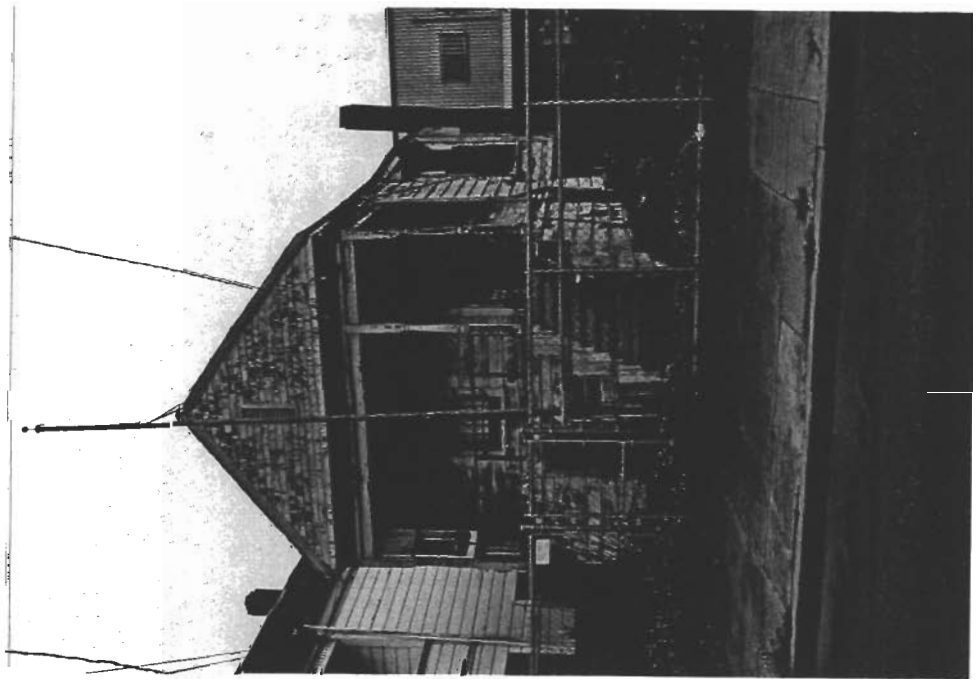
Area of potential effect (APE) for I-880 High Street Seismic Retrofit Project.

706 36th Avenue, c. 1890-1907 (AP# 033 2181 010)
Integrity: very high.

707 36th Avenue, 1913 (AP# 033 2184 007)
Integrity: fair (non-original picture window).

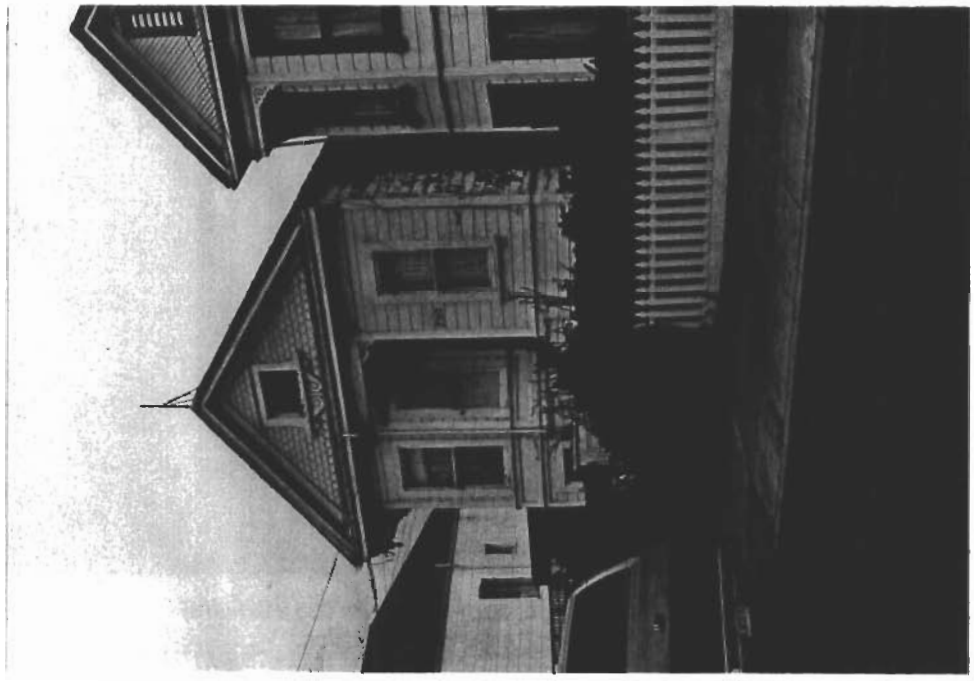
[Note: Construction dates given as a range are from visual estimates by OCHS plus the date given by County Assessor's records.]

713 36th Avenue, 1913 (AP# 033 2184 006)
Integrity: none (recent stucco cladding, windows).

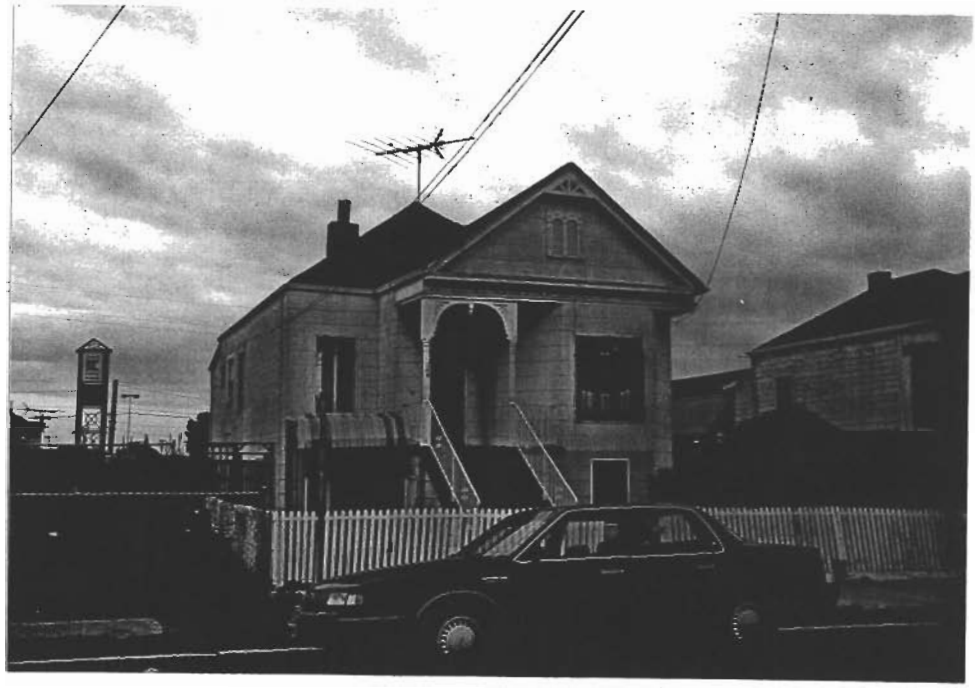


722 36th Avenue, c. 1870-1905 (AP# 033 2181 013)
Integrity: high; poor condition.

726 36th Avenue, c. 1890-1905 (AP# 033 2181 014)
Integrity: fair (basement entrance and bay window).



730 36th Avenue, c. 1890-1905 (AP# 033 2181 015)
Integrity: fair (corner porch enclosed, probable early alteration).



740 36th Avenue, c. 1907 (AP# 033 2181 016)
Integrity: poor (non-original cladding, windows, basement entrance).

745 37th Avenue, c. 1900 (AP# 033 2181 002)
(Alternate address of 3601 E 8th St. could not be seen, does not appear to exist.)
Integrity: fair (1931 addition to side).

748 36th Avenue, c. 1905 (AP# 033 2181 001)
Integrity: poor (non-original cladding, entrance porch).

3615 East 8th Street, 1948 (AP# 033 2181 001)
Constructed after period of significance.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code: 7

Page P1 of 3

Other Listings OCHS ASI
Review Code _____ Reviewer _____ Date _____

*P1. a. Resource Identifier (assign a name or number): R10 - 36th Avenue/East 8th Street District
b. Other Identifier: 033 2181 R10

*P2. Location: a. County Alameda
*b. Address 702-748 36TH AV/3615 EAST 8TH AV/745 37TH AV
City Oakland, CA Zip 94601
*c. UTM: USGS 7.5' Quad Oakland East Date 1959 (1980) Zone: 10 568370 mE / 4180510mN
*d. Other Locational Data (e.g. parcel #, legal description, additional UTMs, etc.) OCHS 509, 502

*P3. a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, etc.):

The 36th Avenue/East 8th Street district is a fragmentary Victorian/turn of the century residential district of approximately 10 buildings, on 12 assessor's parcels, on all or part of 2 blocks, in the Fruitvale neighborhood. Terrain is flat. Street pattern is regular but fragmented. Lots are small. Setbacks are small. Buildings are generally similar in size, varied in design, and generally similar in age. Properties are generally in good condition; integrity is good. Most buildings date from the 1890s-1900s. The main property type is Queen Anne cottage. Others include Colonial Revival and Craftsman cottage. Typical buildings are one and two stories, rectangular plan, with hip and gable roof, inset corner entry, and angled bay. Exteriors are mainly rustic siding and clapboard. Alterations include security grilles, remodeled porch, some aluminum windows. Surroundings are industrial, transportation corridor (freeway), differing from the district in use and street pattern. Building dates are 1 from the 1860s-70s, 5 from the 1880s-90s, 7 from the 1900s-10s, by field observation. Uses are 9 residential, 1 commercial. Individual building ratings are 4 C (secondary importance), 3 D (minor importance), 3 E or * (of no particular interest, modernized, or too recent to be rated), and the district appears locally significant. Approximately 7 properties (70%) appear to contribute to the district's significance. Another 1 might contribute if restored.

b. Resource attributes: HP02--Domestic/single dwelling
*P4. Resources present: / /Building / /Structure / /Object / /Site /X/District (ASI) / /Element of District / /Other

*P5. Photo: Number: 740-6A
Photo date: 09/19/96

*P6. Date Constructed/Age, and Source:
/ /Prehistoric /X/Historic / /Both
1890s-1900s E
field observation

*P7. Owner and Address:
multiple: consult assessor

*P8. Recorded by (name, affiliation, address):
Oakland Cultural Heritage Survey, 1330 Broadway #310, Oakland 94612 (510-238-3941)

*P9. Date Recorded: 09/30/96

*P10. Type of Survey: / /Intensive
/X/Reconnaissance / /Other

*P11. Report Citation: OCHS Completion Report, CLG Project #06-95-10104, 9/30/96 (Citywide Recon.)

*Attachments: / /None /X/Location Map / /Sketch Map /X/Continuation Sheet / /Building, Structure, & Object Record / /Other
Substitute DPR 523A (ochspdis.frm, rev 9/11/96)

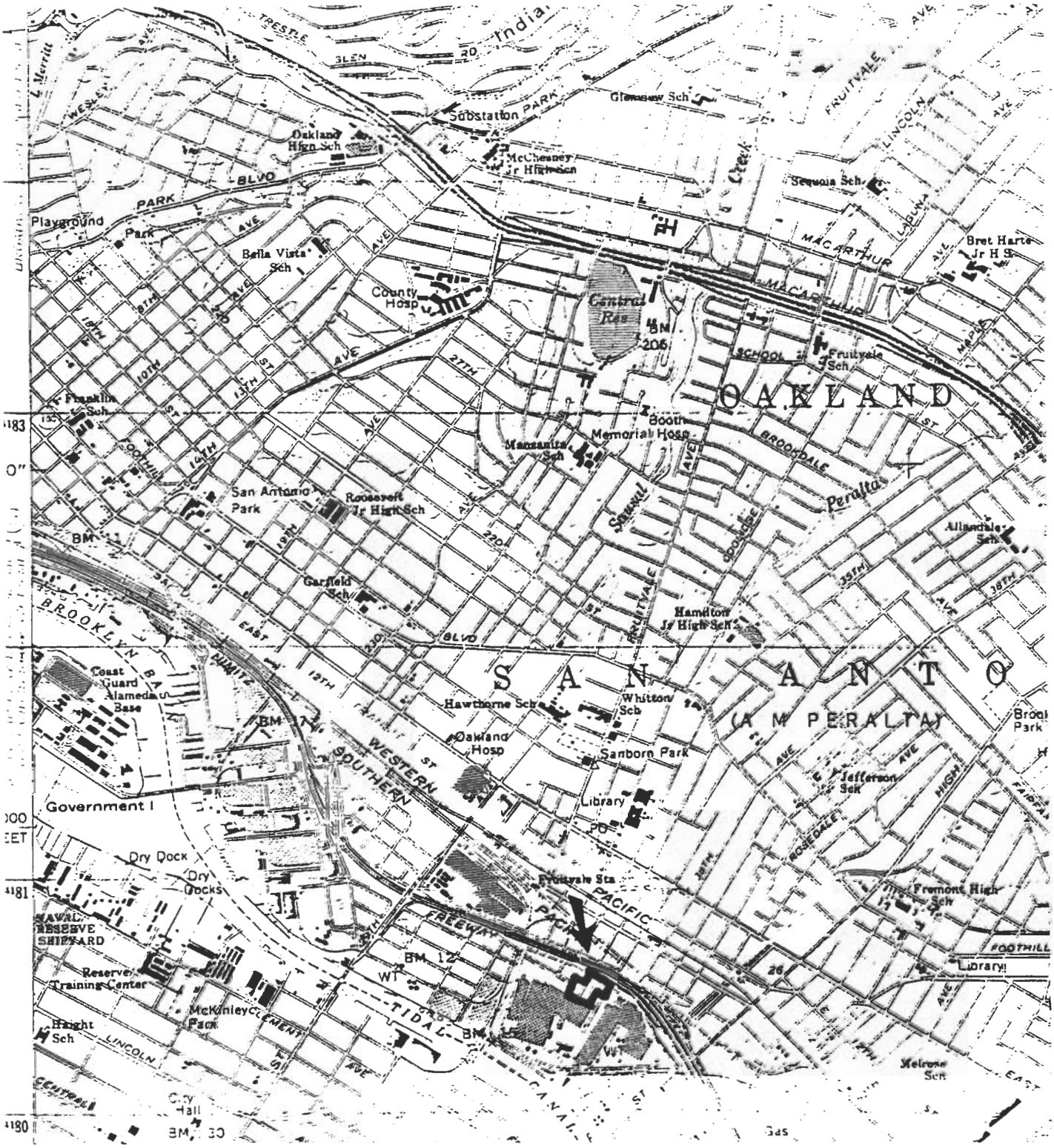
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP
Page P2 of 3

Primary # _____
HRI # _____

*Resource Name or #: R10 - 36th Avenue/East 8th Street District
702-748 36TH AV/3615 EAST 8TH AV/745 37TH AV Oakland CA 94601
033 2181 R10

*Map Name: Oakland East *Scale: 1:24,000 *Date of Map: 1959 (1980)
UTM(s): 10/568370 mE/4180510 mN / / /

0| 1000| 2000| 3000| 4000| 5000| feet NORTH at top



Preliminary Property List

Address	Prelim. Rating	Est. Date	Parcel Number
706 36TH AV	C2+	1890s	033 2181 010
707 36TH AV	D2+	1913	033 2184 007
713 36TH AV	Fd2*	1913	033 2184 006
722 36TH AV	C2+	1870s	033 2181 013
726 36TH AV	C2+	1890s	033 2181 014
730 36TH AV	Dc2+	1890s	033 2181 015
740 36TH AV	Dc2+	1890s	033 2181 016
748 36TH AV	Fc2-	1906	033 2181 001 W
745 37TH AV/3601 E.8TH AV	C2+	1890s	033 2181 002
3615 EAST 8TH AV	F2-	1906	033 2181 001 E

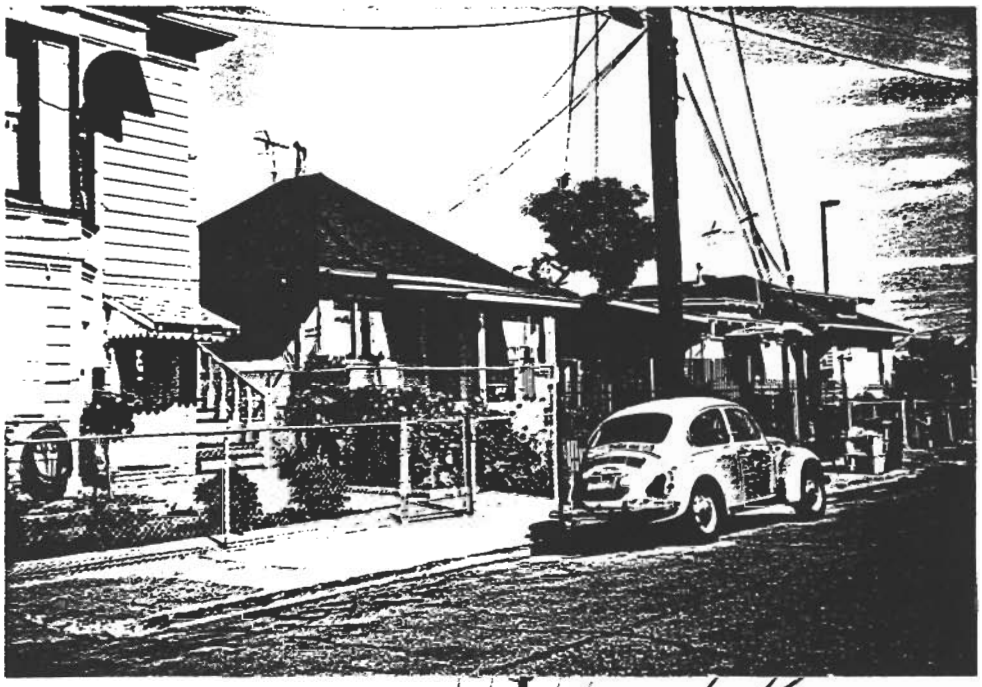


Photo #: 740-8A
Date: 09/19/96

ID: 033 2181 R10

Photo #: 740-9A
Date: 09/19/96

ID: 033 2181 R10

APPENDIX III: LISTS

A. Address list of buildings evaluated in this survey
B. Address list of buildings exempt from evaluation per MOU
C. List of recognized historic properties in project vicinity

APPENDIX III. A. LIST OF PROPERTIES EVALUATED IN THIS HASR

Address			Assessor's Parcel Number
1.	3421	East 8th Street	033-2201-25
2.	3427	East 8th Street	033-2201-26
3.	3431	East 8th Street	033-2201-27
4.	3503	East 8th Street	033-2201-28
5.	3511	East 8th Street	033-2201-29
6.	3515	East 8th Street	033-2184-01
7.	3640	East 9th Street	033-2180-002-01
8.	846	35th Avenue	033-2185-009
9.	854	35th Avenue	033-2185-009
10.	740	36th Avenue	033-2181-016-01
11.	748	36th Avenue	033-2181-001-1
12.	834-838	36th Avenue	033-2180-007-01
13.	837	36th Avenue	033-2185-004
14.	840-844	36th Avenue	033-2180-001
15.	745	37th Avenue	033-2181-002
16.	850	42nd Avenue	033-2171-001-1
17.	711-731	46th Avenue	034-2291-004-03 (formerly 034- 2291-004-01, -02, and 034-2291-005)
18.	763	46th Avenue	034-2291-002-02
19.	717-733	50th Avenue	034-2293-009-02
20.	741-745	50th Avenue	034-2293-002-07
21.	4352-4356	Coliseum Way	034-2290-004-01
22.	4416	Coliseum Way	034-2290-003-01
23.	4430	Coliseum Way & 717 45th Avenue	034-2290-002-01
24.	4600-4630	Coliseum Way	034-2293-003
25.	4731	Coliseum Way	034-2295-015-02
26.	500	High Street	034-2299-001-1
27.	574	High Street & 4309 Jensen Street	034-2299-002-01
28.	615	High Street	033-2203-002
29.	750-752	High Street	034-2290-007
30.	4417	Oakport Street	034-2295-009-03
31.		SPRR tracks (linear resource)	n/a
32.		36th Avenue/ East 8th Street District	see form

APPENDIX III. B.
LIST OF PROPERTIES EXEMPTED FROM EVALUATION IN THIS HASR PER MOU

Address	Assessor's Parcel Number
3500 East 9th Street	33-2185-001-04
3550 East 9th Street	33-2185-1-7
833 36th Avenue	33-2185-4
729 45th Avenue	34-2290-1
700 45th Avenue	34-2291-6-1
730 45th Avenue	34-2291-6-4
740 45th Avenue	34-2291-6-3
742 45th Avenue	34-2291-1
4000 Alameda Avenue	33-2250-18-3
4010 Alameda Avenue	33-2250-19-2
4619 Coliseum Way	34-2295-12-1
4700 Coliseum Way	34-2293-4-2
4701 Coliseum Way	34-2295-13-2
4800 Coliseum Way	34-2293-4-1
4831 Coliseum Way	34-2295-16-4
4901 Coliseum Way	34-2295-018
4919 Coliseum Way	34-2295-020-8, 020-9
600 High Street	34-2295-1-3
718-720 High Street	34-2290-6-1
743-751 High Street	33-2203-8-1
760 High Street	34-2293-6-7 (rear of lot)
4341 Howard Street	34-2299-07-01
4344 Jensen Street	34-2295-5-5
4445 Jensen Street	34-2304-2-3
475 Lesser Street	34-2304-4-2
499 Lesser Street	34-2304-3
no # Malat Street	34-2304-2-4
4600 Malat Street	34-2304-1-2
4601 Malat Street	34-2304-2-5
4610 Malat Street	34-2304-4-4
4626 Malat Street	34-2304-4-3
no # Oakport Street	34-2295-5-4
4401 Oakport Street	34-2295-6-1
4545 Oakport Street	34-2295-19

APPENDIX III. C. LIST OF RECOGNIZED HISTORIC PROPERTIES IN PROJECT VICINITY

Note: none of these properties is located within the project APE.

Properties listed in National Register through 4 November 1997 (within 1-mile radius of APE)

1440 29th Avenue	Cohen-Bray House
2465 34th Avenue	Antonio Maria Peralta House
1660 Embarcadero	USS Potomac
4805 Foothill Blvd.	Oakland Free Library- Melrose Branch
1449 Miller Avenue	Oakland Free Library-23rd Avenue Branch
Oakland Estuary in Brooklyn Basin	Lightship WAL-605, RELIEF

Properties determined eligible for National Register through 2 July 1997 (within 1-mile radius of APE)

3136 East 14th Street	Central National Bank Building
3353 East 14th Street	Fruitvale Masonic Temple
3400 East 14th Street	American Bank Building
3221 San Leandro Street	Fruitvale Hotel

Properties registered as California Historical Landmarks through 1997 (within 1-mile radius of APE)

2465 34th Avenue	No. 925: Peralta Hacienda Site

California Register of Historical Resources

This consists of properties listed or determined eligible for the National Register and California Historical Landmarks (from number 770 on); please refer to the above listings.

California Inventory of Historic Resources (1976) (within 1-mile radius of APE)

1925 East 14th Street	Alameda County's Third Seat of Government
1952 East 14th Street	Brooklyn (Old Courthouse)
1440 29th Avenue	Alfred H. Cohen (Cohen-Bray) House
1417 20th Avenue	Hall of Records, Temporary
2465 34th Avenue	Antonio Maria Peralta House
2511 34th Avenue	Site of Rancho San Antonio Adobe

Properties designated as City Landmarks through 14 January 1997 (within 1-mile radius of APE)

9th Avenue/East 24th Street	Arbor Villa Palm Trees
2647 East 14th Street	St. Joseph's Home
5701-5709 East 14th Street	Safeway Offices
1440 29th Avenue	Alfred H. Cohen (Cohen-Bray) House
2465 34th Avenue	Antonio Maria Peralta House
2511 34th Avenue	Site of Rancho San Antonio Adobe
1091 Calcot Place	California Cotton Mills
1660 Embarcadero	USS Potomac
1914 Foothill Blvd.	Jack London House
4805 Foothill Blvd.	Oakland Free Library- Melrose Branch
1449 Miller Avenue	Oakland Free Library-23rd Avenue Branch

BRIDGE EVALUATION

BRIDGE EVALUATION

FOR THE

HIGH STREET OVERHEAD
SEISMIC RETROFIT PROJECT

CITY OF OAKLAND
ALA-880 KP 43.6/45.5 (PM 27.4/28.0)
EA 16540K
CU 04248

State of California **Business, Transportation and Housing Agency**

MEMORANDUM

To: Mr. Jared Goldfine
Office of Environmental
Planning, South

Date: 7 May 1998

From: Department of Transportation 4
Office of Environmental Planning,
South

File: ALA-880 KP43.6/45.5
(PM27.4/28.0)
High Street OH
Seismic Retrofit
EA 16540K

Subject: Bridge Evaluation Short Form
Bridge numbers 33-0040L, 33-0040R, 33-0146S, 33-0186W, 33-0187Y.

SUMMARY

The five state highway bridges (or other structure types) enumerated above have been re-evaluated for the proposed project and found to be ineligible for the National Register of Historic Places. Each of these structures was previously found to be Category 5, or ineligible for the National Register, by the Caltrans Historic Bridge Inventory (1986). Under the terms of the Programmatic Agreement Regarding the Seismic Retrofit of Bridge Structures in California (1995), those bridges undergoing seismic work which have subsequently turned 50 years of age, or will during the implementation of the project, must be re-surveyed to determine whether they might meet eligibility requirements now. This short form report concludes that these bridges continue to appear ineligible for listing in the National Register, as well as the California Register. Because all of these structures were designed and constructed to function as one separation and interchange system, all will be evaluated together on this one form.

LOCATION

The structures noted above together comprise most of the interchange of Interstate 880 (the "Nimitz" freeway) and State Route 77 (42nd Avenue) within the city Limits of Oakland, Alameda County. They are located between postmiles 27.4 and 28.0 on I-880 and postmiles 0.0 and 0.18 on Route 77.

Bridges 33-0040L, 33-0040R: High Street Separation and Overhead

Description

Interstate 880, KP 44.46 (postmile 27.63)

Bridges 33-0040L (southbound) and 33-0040R (northbound) are two parallel structures carrying Interstate 880, and together comprise the High Street Separation and Overhead structure. The structures separate freeway traffic from at-grade High Street, a sidewalk, a Southern Pacific railroad drill track (now owned by Union Pacific), and an offramp from southbound 880 which crosses under the freeway to connect with eastbound State Route 77 (42nd Avenue). Both bridges are steel stringer structures: each is formed of nine simple span steel rolled girders on reinforced concrete four-column bents and reinforced concrete seat abutments with "U" wingwalls; both structures are supported by reinforced concrete piles (excepting portions of bent 27, which is on steel piers). Length of bridge # 33-0040L is 528.0

m (1732 feet); length of # 33-0040R is 531.7 m (1744 feet), on 32 spans; width of each structure is four lanes, or approximately 15.2-15.4 m (50 to 56 feet).

History
Bridge #s 33-0040L and 33-0040R were originally constructed by the California Division of Highways in 1950 as two lanes in each direction (contract #1-14TC64-F); the design provided for eventual widening to a six-lane structure, which was carried out in 1956 (contract #56-14TC21-F). Further widening was undertaken in 1963 (contract #62-4T13C19-F) to the current four lanes in each direction. Other major alterations (as opposed to standard maintenance and repair activities) include the complete replacement of the deck, retrofit of the structure with vertical and horizontal earthquake restrainers, and partial replacement of the steel baluster railings with solid concrete railings (all, 1980).

Bridge 33-0146S: Route 880 Onramp Overcrossing
Description
Interstate 880 , KP 44.58 (postmile 27.70)
This structure is an onramp from High Street to northbound Interstate 880 which crosses over eastbound State Route 77 (which is depressed below grade). The steel stringer type structure is more completely described as composed of four simple span rolled steel "T" girders on reinforced concrete two-column bents and cantilever seat abutments, all on spread footings. The guardrail is steel baluster. Width of the structure is 6.4 m (21 feet); length is 52.1 m (171 feet).

History
This structure was constructed in 1950 by the California Division of Highways. Portions of the steel approach guardrail were replaced in 1973; otherwise, the structure appears to be in largely original condition. In 1982 the bridge number was changed from 146 to 146S, and the postmiles were changed from ALA-77 0.14 to postmile 27.70 on Interstate 880.

Bridge 33-0186W: Sather Underpass Pumping Plant
Description
State Route 77, KP 0.24 (postmile 0.15)
This pump facility is located in the retaining wall next to Route 77 traveled way (from westbound Route 77 to northbound I-880). Access to the pump is via a door located in the retaining wall. The underpass is approximately 20 feet below the natural ground surface to separate freeway traffic from the Southern Pacific Railroad mainline tracks and Clorox plant spur railroad track. Because the location is close to bay level, the pump keeps the underpass free of groundwater, as well as draining a surface area of approximately 5 acres. The pump is a wet pit electrode type and has a 3000 cubic foot storage box located below the surface of the Route 77 roadbed.

History
This structure was constructed in 1950 by the California Division of Highways. The original pump machinery was replaced in 1995-96.

Bridge 33-0187Y: Clorox Overcrossing
Description
State Route 77, KP 0.29 (postmile 0.18)
This overcrossing carries a city street over State Route 77. The bridge is of the continuous steel stringer type, carried on two spans. Construction details consist of five continuous rolled

steel "I" girders on reinforced concrete two-column pier and cantilever seat abutments. Piers are on concrete piles, abutments on spread footings. Length of the structure is 26.5 m (87 feet); width is 8.5 m (27 feet). Railings are steel baluster and Tuthill type (wood posts with steel guardrail). This structure is immediately adjacent and parallel to a main line railroad bridge constructed by the Division of Highways in 1954 (bridge # 33-186, Sather Underpass) and owned by the Southern Pacific Railroad (now Union Pacific).

History

This structure was constructed in 1950 by the California Division of Highways under contract 0-14TC53-F. The bridge's function was originally to carry traffic from the end of 42nd Avenue north across State Route 77 (formerly Route 235); in addition the Clorox company had a conveyor on the bridge leading to a railroad loading platform and shed on the adjacent parcel on the north side of Route 77 (now not extant). The immediately adjacent Sather Underpass also carried a spur railroad track from the Clorox plant before it joined the main SPRR line. About 1980 the Clorox Company fenced off 42nd Avenue at Wattling Street for use as company parking area; no through-traffic has been permitted on the bridge since that time and the bridge is fenced off at its northern end. There is a water pipeline on the bridge installed in 1986 by the Clorox company. Caltrans records show that standard maintenance activities have been carried out on the structure, but no substantive alterations have been made.

EVALUATION OF SIGNIFICANCE

This section of the East Shore Freeway was constructed on entirely new alignment in 1948-1950, including the interchange/separation with State Route 77. None of the structures listed above appears eligible for the National Register of Historic Places. Bridges 33-0040L and 33-0040R have been widened twice and have thereby lost integrity. Structures 33-0146S, 33-0186W, and 33-0187Y are largely in original condition, but do not appear to posses individual significance because they lack individual design distinction as well as engineering significance. According to Caltrans records the steel stringer was by far the most common steel structure bridge type in the state highway system at the time. While there is a certain aesthetic appeal in the design of the curved on- and offramps of the interchange, the interchange has lost integrity as a complete design by the addition of bridge 33-0145F in 1963 which was not in the original design, and by the widening of the High Street Overhead structures (bridges #33-0040L and 33-0040R).

In addition, the structures--individually or when considered as an interchange complex--are not significant in state or local history. As demonstrated in the Overview in the Historic Architecture Survey Report which accompanies this report, East Oakland industrial sites were essentially built up by the late 1930s. Construction of the freeway in 1948-50 encouraged more intensive use of the industrial sites (as well as the construction of residential suburbs south of Oakland city limits), but the freeway was not the prime factor in the development of this sector of Oakland.

None of the structures appears to possess the requisite historical or engineering significance for eligibility in the National Register or the California Register.

OTHER RELATED BRIDGES

Other related bridges in the interchange are the Sather Underpass (bridge #33-186), constructed 1954; and State Route 77 Off-ramp Separation (bridge #33-0145F), constructed 1963. These two structures have not reached the 50-year threshold for potential National Register significance, nor do they meet the requirement of exceptional significance for properties less than 50 years old. They are standard bridge types and will not become eligible even when they reach fifty years of age. No local bridges under the jurisdiction of the City of Oakland or the County of Alameda are located within this project's area of potential effect.

SOURCES

California Department of Transportation, Log of Bridges on State Highways: District 4, 1995.

California Department of Transportation, Bridge Book numbers 644. 1681, 1682, on file in Structures Maintenance program, Sacramento.

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Carter, E. J., "Rapid Progress: East Shore Freeway Project in Oakland Nearing Completion" (May-June 1949), pp. 6-10, 23.

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Grover, Newell A., "Cooperation: Community Planning Spurs Freeway Progress in Alameda County" (March-April 1950), pp. 9-11, 54.

"New Unit of East Shore Freeway in Oakland Opened" (July-August 1950), p. 23.

Kelly, John F., "Industry and Freeways: Spectacular Growth Adjacent to Eastshore Freeway" (May-June 1954), pp. 22-29.

PREPARER'S QUALIFICATIONS

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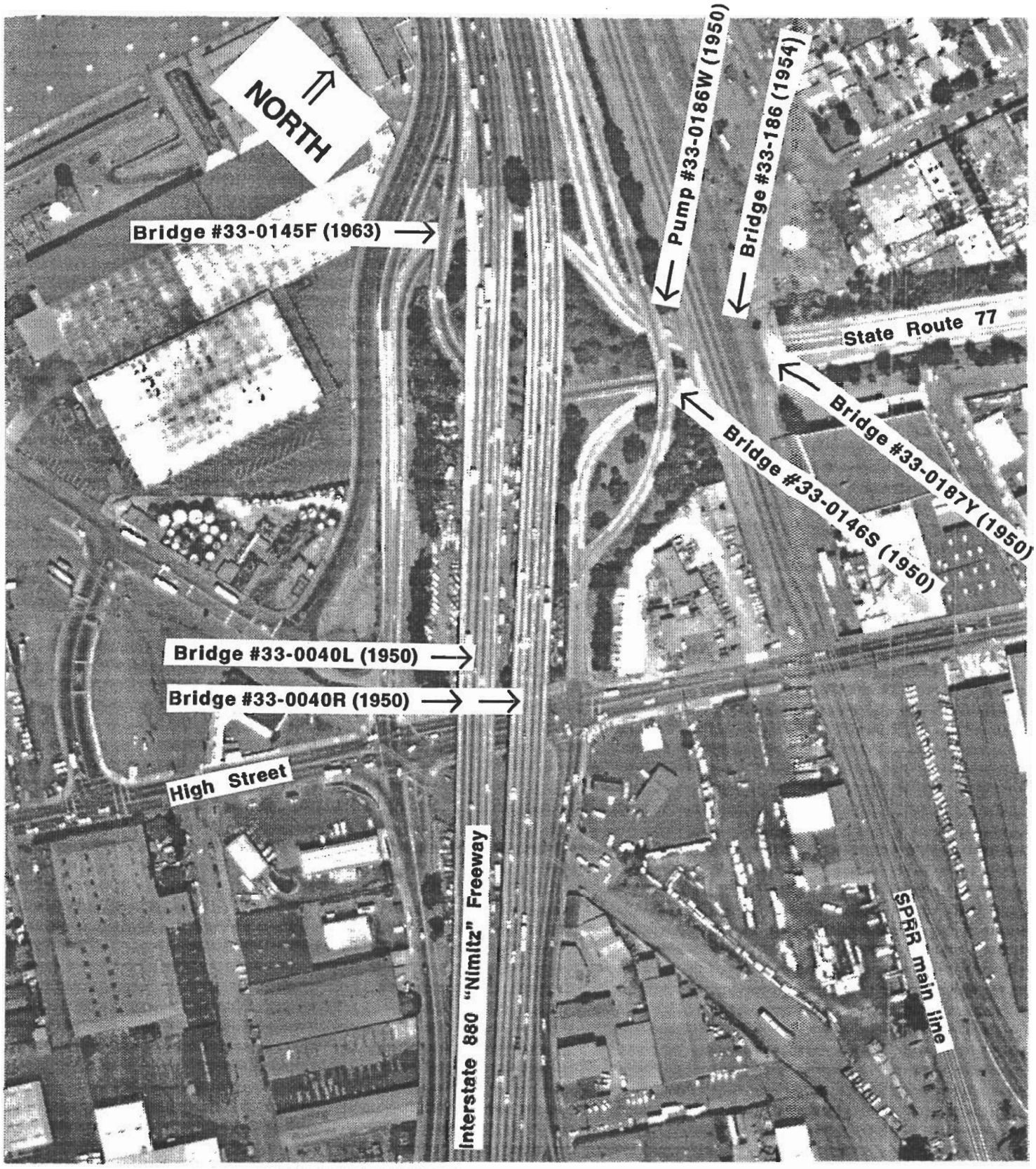
ELIZABETH KRASE

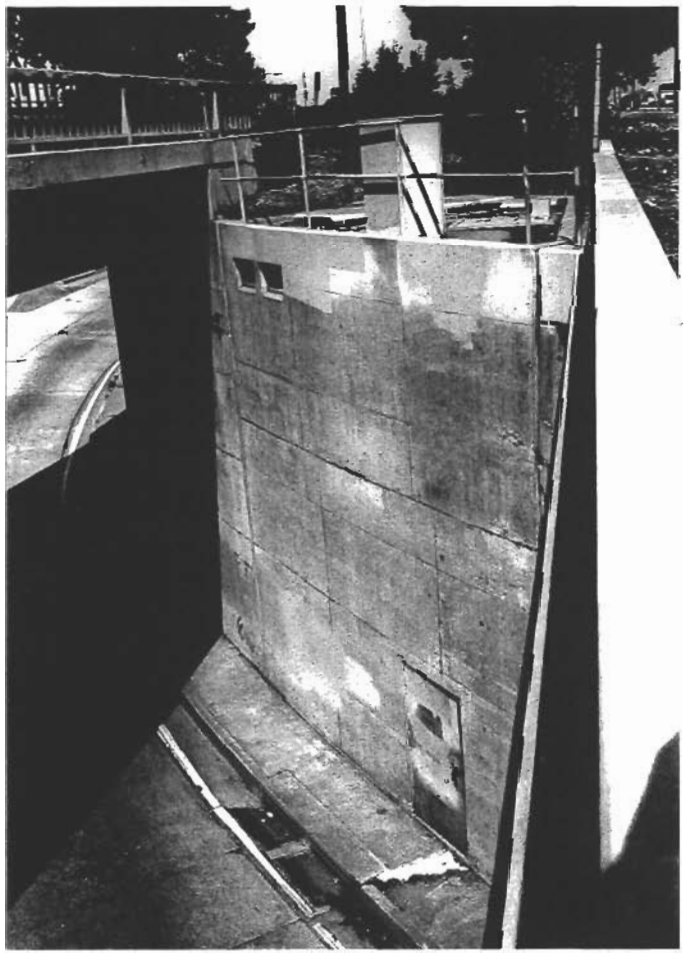
Attachments: map
photos
Caltrans Historic Bridge Inventory (1986) pages



Map Showing Locations of Bridges and Structures
ALA-880 KP43.6/45.5 (PM27.4/28.0) Scale: 1" = 200'

Bridges 33-0040L, 33-0040R: High Street Separation and Overhead (1950)
Looking east at southbound structure.

Bridge 33-0146S: Route 880 Onramp Overcrossing (1950)
Looking northwest.



Bridge 33-0186W: Sather Underpass Pumping Plant (1950)
Looking northwest.

Bridge 33-0187Y: Clorox Overcrossing (1950)
Looking southwest.

Bridge 33-0187Y: Clorox Overcrossing (1950)
Looking south.

DISTRICT 04

BRIDGE NUMBER	LOCATION CO-RTE-PM	STRUCTURE NAME	CITY	HISTORICAL SIGNIFICANCE
33 0024W	- -	S NILES UP PUM	FMT	
33 0025	ALA-080- 00115	EAST BAY BRIDG	OAK	2
33 0026L	ALA-580-R00829	GREENVLL RD UC		5
33 0026R	ALA-580-R00829	GREENVLL RD UC		5
33 0027	ALA-880- 03038	FIFTH AVE OH	OAK	5
33 0028	ALA-080- 00396	FIBREBOARD UC	EMV	5
33 0030	ALA-084- 01071	EAST NILES UP	FMT	5
33 0034	ALA-084- 01210	ROSEWARNES UP	FMT	~~4~~ → 5 PER SHPO 10/30/94
33 0035	ALA-084- 01303	FARWELL UP		~~4~~ → 5 PER SHPO 10/30/94
33 0036	ALA-084- 01333	ALAMEDA CR		5
33 0037	ALA-084- 01393	E BRIGHTSD TOH	FMT	5
33 0039	ALA-084- 01432	ALAMEDA CR BOH		5
33 0040L	ALA-880- 02763	HIGH ST SEP OH	OAK	5
33 0040R	ALA-880- 02763	HIGH ST SEP OH	OAK	5
33 0041	ALA-880- 02824	FRUITVALE A OH	OAK	5
33 0042	ALA-084- 01693	SILVER SPRG UP		5
33 0042W	- -	SILVER SPR PP		
33 0043	ALA-084- 01722	ARROYO D L LAG		5
33 0046Y	ALA-680- 01410	ARROYO D L LAG		5
33 0047L	ALA-680-R01015	ALAMEDA CREEK		5
33 0047R	ALA-680-R01015	ALAMEDA CREEK		5
33 0049	ALA-084- 02445	ARROYO VALLE		5
33 0050	ALA-084- 02661	ARROYO MOCHO	LVMR	5
33 0051L	ALA-080- 00720	EL CERRITO SOH	ALB	5
33 0051R	ALA-080- 00720	EL CERRITO OVH	ALB	5
33 0053	ALA-084- 01063	NILES JUNCT UP	FMT	5
33 0053W	- -	NILES JT UP PM	FMT	
33 0059	ALA-084-R02817	E FIRST ST OH	LVMR	5
33 0060	ALA-013- 01369	FOLGER AVE UP	BER	5
33 0060W	- -	FOLGER A UP PM	BER	
33 0061L	ALA-580- 04609	DISTRIB STRUCT	OAK	5
33 0061R	ALA-580- 04609	DISTRIB STRUCT	OAK	5
33 0062	ALA-123- 00081	TEMESCAL CREEK	EMV	5
33 0066	ALA-580- 01104	ARROYO SECO	LVMR	5
33 0082	ALA-112-R00006	MULFORD OH	SLN	5
33 0085	ALA-580- 01172	ARROYO POSITAS		5
33 0086	ALA-061- 01855	SAN LEANDRO BA	ALA	5
33 0088	ALA-880- 02550	HEGENBERGER OC	OAK	5
33 0092L	ALA-092-R00491	MT EDEN OVERHD	HAY	5
33 0092R	ALA-092-R00491	MT EDEN OVERHD	HAY	5
33 0093	ALA-092- 00726	ORCHARD AVE UP	HAY	5
33 0093W	- -	ORCHARD A UP P	HAY	
33 0094	ALA-092- 00802	JACKSON ST UP	HAY	5
33 0094W	- -	JACKSON ST PP	HAY	
33 0100	ALA-880- 02418	SAN LEANDO BOH	SLN	5
33 0105L	ALA-013- 00501	CARSON ST UC	OAK	5
33 0105R	ALA-013- 00501	CARSON ST UC	OAK	5
33 0106L	ALA-260-R00120	WEBSTER ST TUB	ALA	~~4~~ 5
33 0106R	ALA-260-R00112	POSEY TUBE	ALA	~~4~~ 5

HISTORICAL SIGNIFICANCE - STATE BRIDGES

DISTRICT 04

BRIDGE NUMBER	LOCATION CO-RTE-PM	STRUCTURE NAME	CITY	HISTORICAL SIGNIFICANCE
33 0173S	ALA-880- 02078	880 OR 238 SEP	SLN	5
33 0174	ALA-880- 01976	PASEO GRANDE O		5
33 0175	ALA-880- 02011	SAN LORENZO CR		5
33 0175S	ALA-880- 02011	SAN LORENZO CR		5
33 0176	ALA-880- 02032	LEWELLING BD U		5
33 0176G	ALA-880- 02032	LEWELLIN BL UC		5
33 0178	ALA-880- 03239	CYPRESS ST VIA	OAK	5
33 0179	ALA-880- 01835	A STREET UC	HAY	5
33 0180	ALA-880- 01927	HACIENDA AV OC		5
33 0180W	- -	HACIENDA AV PP		
33 0181	ALA-880- 01760	WINTON AVE OC	HAY	5
33 0182M	ALA-880- 01865	SUNSET BLVD PU		5
33 0183	ALA-262-R00045	WARM SPR UP	FMT	5
33 0184	ALA-262-R00042	WARM SPR UP	FMT	5
33 0186	ALA-077- 00016	SATHER UP	OAK	5
33 0186W	- -	SATHER UP PUMP	OAK	
33 0187	ALA-077- 00018	CLOROX OC	OAK	5
33 0188	ALA-092- 00639	RTE 92/880 SEP	HAY	5
33 0188W	- -	92/880 SEP PMP	HAY	
33 0189	ALA-580- 03036	STROBRIDG A UC		5
33 0190F	ALA-080- 00445	CONN SEP	EMV	5
33 0191G	ALA-013- 01392	RTE 13/80 SEP	BER	5
33 0192L	ALA-580-R02386	ROWELL RA R UC		5
33 0192R	ALA-580-R02386	ROWELL R RD UC		5
33 0193	ALA-580- 02951	REDWOOD RD UC		5
33 0194	ALA-580- 02999	LK CHABOT R PU		5
33 0195	ALA-580-L00092	MIDWAY ROAD UC		5
33 0196L	ALA-580-R00148	GRANT LINE R U		5
33 0196R	ALA-580-R00148	GRANT LN RD UC		5
33 0198	ALA-880- 03107	MADISON ST UC	OAK	5
33 0200	ALA-880- 03136	5TH 6TH ST VIA	OAK	5
33 0201L	ALA-580- 03058	MATTOX ROAD UC		5
33 0202F	ALA-238- 01450	CASTRO VL BD U		5
33 0202R	ALA-580- 03056	CASTRO VL BD U		5
33 0203	ALA-580- 01313	ARROYO POSITAS		5
33 0205	ALA-084- 00076	LES SLT EQLZ 1	FMT	5
33 0206M	ALA-084- 00114	LES SLT EQLZ 2	FMT	5
33 0207	ALA-084- 00156	LES SLT EQLZ 3	FMT	5
33 0208	ALA-084- 00170	LES SLT EQLZ 4	FMT	5
33 0209	ALA-084- 00314	LES SLT EQLZ 5	FMT	5
33 0210	ALA-084- 00363	BEARD CREEK	FMT	5
33 0211	ALA-580-R02143	SAN RAMON R OC	PLE	5
33 0212	ALA-238- 01493	238/185 SEP		5
33 0213	ALA-013- 01371	BAY STREET OC	BER	5
33 0214L	ALA-580- 03090	RTE580/238 SEP		5
33 0214R	ALA-238- 01450	RTE238/580 SEP		5
33 0216	ALA-238- 01628	HESPERIAN BL U		5
33 0217	ALA-238- 01541	KENT AVE OVHD		5
33 0218	ALA-238- 01614	CLARK AVE OVHD		5

DISTRICT 04

BRIDGE NUMBER	LOCATION CO-RTE-PM	STRUCTURE NAME	CITY	HISTORICAL SIGNIFICANCE
33 0109	ALA-185- 00864	ARROYO VIJO CR	OAK	5
33 0110	ALA-880- 02477	98TH AVE OC	OAK	5
33 0113	ALA-880- 02597	ELMHURST CREEK	OAK	5
33 0114	ALA-185- 00161	SAN LORENZO CR		5
33 0115	ALA-185- 00582	SAN LEANDRO CR	SLN	5
33 0117	ALA-123- 00022	SAN PABLO A SE	EMV	5
33 0117W	- -	SAN PABLO A PP	EMV	
33 0121L	ALA-580-R00800	GREENVILLE OH		5
33 0121R	ALA-580-R00800	GREENVILLE OVH		5
33 0123L	ALA-580-R00399	STONE CUT UP		4
33 0123R	ALA-580-R00398	STONE CUT OH		5
33 0124L	ALA-580-R00391	REDMOND OH		5
33 0126L	ALA-080- 00241	PORT OF OAK OC	OAK	5
33 0126R	ALA-080- 00241	PORT OF OAK OC	OAK	5
33 0127	ALA-080- 00662	GILMAN ST UC	BER	5
33 0131	ALA-580- 04348	LAKESHORE PK U	OAK	5
33 0132Y	ALA-024-R00443	GOLDEN GATE UC	OAK	3
33 0134J	ALA-980- 00168	30TH STREET UC	OAK	5
33 0134T	ALA-980- 00168	30TH STREET UC	OAK	5
33 0137	ALA-880- 02968	16TH AVE OC	OAK	5
33 0139	ALA-880- 02893	23RD AVE OC SO	OAK	5
33 0140	ALA-580- 01322	PORTOLA AVE OC	LVMR	5
33 0141	ALA-880- 02869	29TH AVE OC	OAK	5
33 0142	ALA-880- 02653	DAMON SLOUGH	OAK	5
33 0142K	ALA-880- 02653	DAMON SLOUGH	OAK	5
33 0142S	ALA-880- 02653	DAMON SLOUGH	OAK	5
33 0143	ALA-880- 02723	EAST CREEK SLU	OAK	5
33 0145F	ALA-880- 02771	RTE 77 OFF R S	OAK	5
33 0146S	ALA-880- 02770	RTE 880 ON ROC	OAK	5
33 0147	ALA-013- 00539	REDWOOD RD OC	OAK	5
33 0148	ALA-880- 02921	LIVINGSTON PUC	OAK	5
33 0149	ALA-880- 02898	23RD AVE OC NO	OAK	5
33 0150L	ALA-580- 01935	DOUGHERTY OH	PLE	5
33 0150R	ALA-580- 01935	DOUGHERTY OH	PLE	5
33 0153	ALA-580- 01253	N LIVERMORE UC		5
33 0156	ALA-580- 04742	CERRITO CRK	ALB	5
33 0159	ALA-013- 00740	PARK BLVD OC	OAK	5
33 0160	ALA-013- 00776	LA SALLE AVE O	OAK	5
33 0161	ALA-013- 00485	LEONA HTS POC	OAK	5
33 0162	ALA-013- 00907	BROADWAY TER U	OAK	5
33 0164K	ALA-013- 00916	LK TEMCAL PK U	OAK	5
33 0166	ALA-880- 02082	WASHNGTN AVE O	SLN	5
33 0166W	- -	WASHINGTON PMP	SLN	
33 0167	ALA-880- 02284	MARINA BLVD OC	SLN	5
33 0168	ALA-112- 00047	RTE 112/880 SE	SLN	5
33 0169	ALA-880- 02312	WILLIAMS ST OC	SLN	5
33 0169W	- -	WILLIAMS ST PP	SLN	
33 0170	ALA-880- 02016	HESPERIAN BD U		5
33 0172	ALA-880- 02068	RTE 880/238 SE	SLN	5

ASR
(Heidecker 1999)

ARCHAEOLOGICAL SURVEY REPORT

FOR THE

HIGH STREET OVERHEAD SEISMIC RETROFIT PROJECT

CITY OF OAKLAND
ALA-880 KP 43.6/45.5 (PM 27.4/28.0)
EA 16540K
CU 04248

Prepared by *Date*

Kelly Heidecker 4/6/99

Kelly Heidecker, Cultural Resources Specialist
Parsons Harland Bartholomew & Associates, Inc.

Approval Recommended by *Date*

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Office of Environmental Planning, South

Approved by *Date*

_____

Robert Gross, District Branch Chief
Office of Environmental Planning, South

Prepared for:
California Department of Transportation
District 04
April 1999

SUMMARY OF FINDINGS

In October 1997, Parsons Harland Bartholomew & Associates, Inc. (Parsons HBA) contracted with De Leuw Cather & Company (De Leuw) to prepare an Historic Property Survey Report (HPSR) and Archaeological Survey Report (ASR) for the California Department of Transportation (Caltrans), District 04, and the Federal Highway Administration (FHWA), for the I-880 High Street Overhead Seismic Retrofit Project. In October 1998, the contract was renewed to develop an expanded HPSR and ASR for the Archaeological Area of Potential Effects (APE).

Archival research was conducted in October and December 1997, and October 1998, to develop an historic context and industrial development chronology and to determine the potential for intact buried historic and prehistoric archaeological resources. A pedestrian field survey of accessible portions (approximately 80 percent) of the Archaeological APE was conducted in October and December 1997. No archaeological resources were found to be present within the Archaeological APE. Archival research indicates there is the potential for encountering intact buried prehistoric and historic cultural resources within specific areas of the Archaeological APE (refer to the following sections for a more detailed discussion of this potential). Further investigations, including but not limited to sub-surface testing, may be necessary to determine the location and significance of cultural resources.

Documentation relevant to the archival research and field survey is on file at the Caltrans, District 04 offices, Oakland, California.

It is Caltrans' policy to avoid cultural resources whenever possible. If the site(s) cannot be avoided, then additional work may be necessary. If buried cultural materials are encountered during construction, it is Caltrans' policy that work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find (Environmental Handbook, Vol. 2, Chapter 1).

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INTRODUCTION

In October 1997, Parsons HBA contracted with De Leuw to prepare an HPSR and ASR for Caltrans, District 04, and the FHWA, for the I-880 High Street Overhead Seismic Retrofit Project. In October 1998, the contract was renewed to develop an expanded HPSR and ASR for the Archaeological APE.

A pedestrian field survey of the Archaeological APE was conducted on October 17, 1997 and December 10, 1997 by Parsons HBA staff archaeologist Jody L. Brown (M.A. in Anthropology, 16 years archaeological experience, 8 in California).

Archival research was initially conducted in October and December 1997 by Ms. Brown. Additional research was conducted in October and November 1998 by Parsons HBA cultural resources specialist Kelly Heidecker (M.A. in Cultural Resources Management, 6 years cultural resources experience, 5 in California).

PROJECT DESCRIPTION

Caltrans proposes to achieve a seismic retrofit by replacement of the High Street Overhead (Bridge No. 33-40 R/L) on Interstate 880 (I-880) in Oakland, Alameda County, California, to ensure its continued seismic safety. The I-880/High Street Interchange is nearly 50 years old and does not meet current seismic standards for transportation facilities. The Project area extends from Kilometer Post (KP) 43.6 to 45.5 (Post Mile (PM) 27.4 to 28.0) on I-880. The existing High Street Overhead consists of two parallel bridges (Right and Left) that span a Union Pacific Railroad (UPRR) drill track, High Street, and the State Route 77 (42nd Avenue) Interchange. Each bridge structure has 32 spans, with total lengths of 531 meters (1,744 feet) for the Right bridge and 528 meters (1,732 feet) for the Left bridge. Each carries four lanes of traffic.

The Project consists of replacing the existing I-880 mainline structures with new, wider structures to meet current seismic design standards and reconfiguring the State Route 77 Interchange with at-grade intersections. No additional traffic capacity would be added. Frontage roads would be reconstructed as required to accommodate the replacement structures.

The Project area is located in the southeastern part of the City of Oakland (East Oakland) near the U.S. Tidal Canal that separates Oakland and the island of Alameda. The Archaeological APE is contained within an urban/industrial setting, consisting primarily of paved roads, landscaped road medians, warehouses, paved storage areas, commercial structures, and residences. The vegetation of the area is characterized as urban and consists of non-native ornamental species restricted to median strips and planting beds along the local roadways. The UPRR tracks extend parallel and east of I-880 between High Street and 37th Avenue. A railroad drill track, previously the San Francisco & Alameda Railroad line, crosses beneath the overhead structure south of High Street then parallels the south side of Alameda Avenue. Additional railroad spurs extend south from Alameda Avenue on the west side of I-880.

The Archaeological APE for this Project was established in consultation with the FHWA in December 1997. The APE extends along I-880, approximately from where it crosses 50th Avenue on the southeast to 34th Avenue on the northwest. The APE corridor width varies, including areas of direct effect of proposed I-880 mainline structures, intersections, and frontage roads.

The Archaeological APE is defined as the area that would be disturbed by project activities (i.e., the project "footprint"). On the southwest side of the I-880 corridor, the Archaeological APE extends from 50th Avenue along Oakport Street. It then makes several turns west, north, and east, where it picks up at Jensen Street. The Archaeological APE then follows the west side of Jensen Street until turning northeast on the west side of High Street, continuing to the intersection of High Street and Alameda Avenue. The Archaeological APE crosses Alameda Avenue, extending northward and incorporating a portion of the K-Mart parking lot. It then follows the frontage road, East 8th Street, on the southwest side of the I-880 corridor. On the northeast side of the I-880 corridor, the Archaeological APE extends to the UPRR drill track between 37th Avenue and State Route 77. Moving southward, the Archaeological APE line follows the right-of-way for the freeway exit ramp, incorporates the first line of properties along Coliseum Way to just past 45th Street, where it then follows the east side of Coliseum Way to 50th Avenue.

Major alterations to the original ground surface within the Archaeological APE have occurred as a result of road and building construction, the laying of rail lines, installation of utility lines below road surfaces, and landfilling.

The Project Vicinity Map (Map A), Project Location Map (Map B), Archaeological APE Map (Maps C_1 and C_2), and Architectural APE Map (Maps D_1 and D_2) are located in Appendix I of the HPSR.

SOURCES CONSULTED

A record search was conducted on October 17, 1997, at the Northwest Information Center (NWIC) of the California Historical Resources Information System at Sonoma State University, Rohnert Park, California, by NWIC staff. The search was conducted for an area within a 0.15-kilometer (0.5-mile) radius of the Archaeological APE. Sources consisting of historical maps (including General Land Office Maps and USGS topographic maps), the National Register of Historic Places (through October 1998), *California Inventory of Historic Resources* (1976), *California Historical Landmarks* (1997), the Historic Properties Directory File for Alameda County (through July 2, 1997), and relevant ethnographies were consulted for additional information pertaining to the prehistory and history of the area. No known archaeological sites occur within the Archaeological APE or within 0.15 kilometer (0.5 mile) of the APE. Seven previous investigations have been conducted within 0.15 kilometer (0.5 mile) of the proposed project (Ananian 1986; Banet 1992; Brandt 1980; Busby 1994; Chavez 1977; Fredrickson and Lindenau 1977; Harmon et al. 1988). The study by Ananian (1986) incorporates a small portion of the Archaeological APE at its southeast end near 50th Avenue. None of the surveys identified any cultural resources.

Archival information, including as-built plans for highway construction and soil core records from within the Archaeological APE, were reviewed at the Transportation Library and the Microfilm Room at Caltrans District 04 offices in Oakland, California. Sources at the Oakland Public Library, Oakland History Room, the California State Library, Sacramento, and references housed at the Parsons HBA Sacramento office were also consulted. Phone contact was established with the City of Oakland Planning office, the San Francisco Estuary Institute, and the Army Corps of Engineers, San Francisco District, in an effort to locate maps and information pertaining to historical landfill and construction activities within the Archaeological APE.

As part of the prefield research for the December 1997 HPSR, interested parties were contacted by letter for any comments concerning cultural resources that might be affected by the Project. On October 8, 1997, letters were sent to the California State Office of Historic Preservation and the Native American Heritage Commission (NAHC). Based on correspondence received from the NAHC, additional letters were sent on October 20, 1997 to the Muwekma Indian Tribe, the Indian Canyon Mutsun Band of Costanoan, the Amah Tribal Band, the Ohlone Indian Tribe, and seven individually identified Native American contacts. No responses were received. Correspondence is located in Appendix II of the HPSR.

BACKGROUND

Environment

East Oakland is located on the east shore of San Francisco Bay, within the Coast Ranges geomorphic province. The province is characterized by northwest-southeast trending mountains and valleys and dominated by similarly trending faults. San Francisco Bay and the Santa Clara Valley to the southeast form a low-lying depression located between the Santa Cruz Mountains on the southwest and the Diablo Range and Berkeley Hills on the northeast. The Project area is located on the west margin of the alluvial East Bay Plain which slopes downward from the Berkeley Hills toward San Francisco Bay. The plain is composed of alluvial fan, fluvial and interfluvial deposits derived from the Berkeley Hills (AGS, Inc. 1992:2).

The San Francisco Bay region encompasses the largest estuarine system in California, which includes San Leandro Bay and the San Antonio Estuary (Moratto 1984:219). The topography of the region has been altered drastically over time by both natural and man-made activities. San Francisco Bay is located in a late Pliocene trough that experienced multiple episodes of interglacial flooding during the Pleistocene. Sea-level fluctuations along the California coastline resulted in a 20 to 25 kilometer advance of shoreline towards what is now San Francisco Bay between 15,000 and 10,000 B.P. (Pape 1995:16). Mining activities associated with the Gold Rush period and subsequent landfilling practices (1850-1914) along the Bay shoreline have contributed to massive silting that has further altered the local topography (Moratto 1984:219). These factors may account for the sparseness of known archaeological sites in the San Francisco Bay region, as they are likely deeply buried beneath layers of sediment (Moratto 1984:221) or below the present sea level (Pape 1995:16).

Caltrans' Log of Test Borings for the 1961 widening of the High Street Overhead structure indicates that the Archaeological APE is underlain ([to a depth of 20 meters [65 feet]) by alluvial deposits consisting of stiff to hard, moderate to heavily overconsolidated clays interbedded with compact to dense silt, clayey sand, clayey gravel, and gravel (Geotechnical Consultants, Inc. 1996:1 and AGS, Inc. 1992:2). Undivided Quaternary deposits (Qu) underlay the northeastern two-thirds of the APE (Radbruch 1969; Schlocker 1971). Artificial fill (Qaf) underlays the southern one-third of the Archaeological APE and all areas to the southeast of High Street and Jensen Street (Figure 1). Merritt Sand dredged from the Bay is one of the main sources of this artificial fill (Radbruch 1969:5). Landfilling activities within the Project area began as early as 1880 (Daum 1998). Since the early 1900s, an estimated 90 percent of the marshlands within the Archaeological APE have been filled from dredge and fill, and landfill for reclamation activities. Test bore records provided by Radbruch place ground surface elevations at 2 to 3 meters (7 to 9 feet) above mean sea level (amsl) within areas of fill, and 6 meters (18 feet) amsl at the northern extent of the Archaeological APE. The depth to any potentially undisturbed prehistoric cultural resources would be greater than 3 meters (9 feet) in those areas covered by fill. Buried historical resources may still remain above the maximum fill depth within the Archaeological APE.

Ground surface elevations range from approximately 6 to 0 meters (20 to 0 feet) amsl, North American Datum 1927 (NAD27) (USGS 7.5' Oakland East Quadrangle p.r.1980). AGS, Inc. (1992:3) reports groundwater levels were "observed at various elevations between -5 to 1.5 meters (-17 to 5 feet) along the High Street Overhead alignment," with a suggested design groundwater elevation of 1.5 meters (5 feet).

Ethnography

The Project area occurs within the territory of the Costanoan language group (Levy 1978). East Bay Costanoan was spoken among the tribelets occupying the east shore of San Francisco Bay between Richmond and Mission San Jose, and probably also in the Livermore Valley (Levy 1978:485). East Bay Costanoan tribelets were also known as "Chochenyo." The name Costanoan appears to have been derived from the Spanish term *Costaños*, meaning "coast people" (Levy 1978:494).

The Costanoans moved into the San Francisco and Monterey Bay areas about AD 500, most likely having moved south and west from the delta of the San Joaquin-Sacramento River system (Levy 1978:486). This surmised move seems to coincide with the appearance of the Late Horizon artifact assemblages in archaeological sites in the San Francisco Bay region.

In 1770 the Costanoans lived in approximately 50 separate and politically autonomous nations or tribelets (Levy 1978:485). Each tribelet had one or more permanent village sites, as well as various seasonal, temporary camps at scattered locations within their territory. Groups of individuals periodically utilized these temporary camps to fish, hunt, and collect plant foods. Each tribelet averaged 200 individuals, with ranges from 50 to 500 persons not unheard of.

East Bay Costanoan (Chochenyo) dwellings were commonly domed structures, thatched with tule, grass, wild alfalfa, ferns, or carrizo (Levy 1978:492). Fireplaces were generally located

in the middle of the structure. House dwellings were arranged in a circular manner around the assembly house or dance plaza, which was located in the center of the village. Sweathouses were often found located along a stream bank on the periphery of the village.

The typical Chochenyo diet consisted of a seasonal variation of nuts, seeds, berries, roots, animal, waterfowl, and fish (Levy 1978:491). Acorns were probably the most important plant food, while buckeye, California laurel, and hazelnuts were also eaten. Seeds and berries were added for flavoring and included dock, tarweed, chia, digger pine, holly-leaf cherry seeds, blackberries, elderberries, strawberries, manzanita, goose, and madrone berries, as well as wild grapes. Roots were primarily from wild onion, cattail, amoles, and wild carrots. Animals included blacktail deer, Roosevelt elk, antelope, grizzly bear, mountain lion, sea lion, whale, dog, wildcat, skunk, raccoon, brush rabbit, squirrel, woodrat, mouse, and mole. Waterfowl was a very important dietary supplement and included goose (Canadian, snow, and white-fronted), American widgeon, pintail, mallard, green-winged teal, shoveler, and American coot. Fish included steelhead, lampreys, salmon, and sturgeon.

Deer were stalked by individual hunters disguised in a deer head (Levy 1978:491). Rabbits and other small game were communally hunted with nets. Rabbit clubs, traps, and fire were also used. Waterfowl were captured with nets and decoys made of tule or stuffed bird skins. Fish were caught with dipnets, spearing (as the fish were attracted to the light of a bonfire on shore), basketry fish traps, hook and line, and fish poisoning. Nuts and seeds were ground in mortars (bedrock, portable stone, metates, and hopper) (Levy 1978:493). Pestles were either stone or wood.

Costanoan burial traditions were typically to bury or cremate a corpse on the day of death (Levy 1978:490). The Chochenyo usually cremated the dead, but inhumation occurred when there were no kinsman to gather wood for the funeral pyre.

Alameda County was first recorded by Father Juan Crespi in March 1772 (Hoover et al. 1990:4). Crespi, who was accompanying Pedro Fages on a second attempt to reach Point Reyes by land, recorded the following observation in his diary:

> We passed five villages of heathen, which are all on the banks of the arroyos with running water... We halted on the bank of a large arroyo close to the mountains skirting the broad plain.

On March 26, they camped in Fruitvale, about where Mills College is located today (Hoover et al. 1990:4). When Alameda peninsula was sited, Crespi wrote, "The site is very suitable for a good settlement...on account of the proximity of the forest." The site was named Arroyo del Bosque (probably now Fruitvale Creek) (Hoover et al. 1990:5). Captain Juan Bautista de Anza crossed the area on his way to explore the "Rio Grande de San Francisco," (Carquinez Strait) in 1796. De Anza and his men encountered a lone Indian in the vicinity of San Lorenzo Creek. Later they crossed San Leandro Creek and Arroyo del Bosque.

For the ensuing 20 years following de Anza's expedition, the eastern shores of San Francisco Bay remained unexplored (Hoover et al. 1990:5). In 1795, an exploring party led by Sergeant Pedro Amador visited the southern part of Alameda County some time prior to June

of that year while scouting for suitable mission sites. Amador's report to Governor Diego de Borica on June 2, 1795, is the first known official use of the name Alameda for the island.

Mission San Jose was founded in what is today known as Fremont, in 1797 (Hoover et al. 1990:6). By then, seven missions had already been established within the Costanoan territory (Levy 1978:486). Mission baptismal records demonstrate that the last Costanoan tribelets living an aboriginal existence had disappeared by 1810. The people experienced cataclysmic changes in almost all areas of their life as a result of introduced diseases and declining birth rates. Their population declined from 10,000 or more in 1770 to less than 2,000 in 1832. Following secularization of the Missions by the Mexican Government, most Costanoans left the Missions to find employment at local ranches as manual laborers. Costanoan languages were probably all extinct by 1935.

As of 1973, only an estimated 130 to 200 people of Costanoan descent remained in the San Francisco Bay area (Levy 1978:486).

Archaeology

The prehistory of the San Francisco Bay area is not well established. Moratto (1984:218) indicates that urban sprawl and unpublished data from "salvage archaeology" activities have led to a paucity of information. Early San Francisco Bay area archaeological field studies were conducted mostly on the east, south and north Bay shores, and focused on archaeological sites bordering Suisun, San Pablo, and San Francisco Bays (Moratto 1984:228). Nearly all identified prehistoric archaeological sites in the San Francisco Bay shore zone have been characterized by midden deposits containing large amounts of shell. These shell mounds have provided archaeologists with data on Bay area prehistoric human land use patterns and subsistence practices as influenced by environmental fluctuations. Archaeological excavations of the shell mounds have provided evidence of long-term occupation and year-round use of Bay resources. The wide, gradual slope of the eastern Bay shore is where shell mounds have remained visible and stirred interest since the early days of Euro-American settlement in the region.

Max Uhle, under the auspices of the University of California at Berkeley, excavated the Emeryville Shell Mound (Ala-309) just south of Berkeley, Alameda County, in 1902 (Moratto 1984:227). Ala-309 was one of the largest shell mounds in the Bay region. Uhle was the first to recognize cultural change in the Bay area prehistory, a notion that was rejected by many researchers until the 1920s. N. C. Nelson conducted the first intensive survey of archaeological sites in the San Francisco Bay region between 1906 and 1908. During this time, he documented more than 100 shell mounds in the littoral zone of Alameda and Contra Costa counties. Nelson is credited as being the first to recognize the Bay area as a "discrete archaeological entity" with the "intensive use of shellfish at both coastal and Bay shore middens as evidence of a general economic unity throughout the region" (Moratto 1984:227). Recent construction activity and several historic maps have indicated the possible existence of an unrecorded shell mound within a one-mile radius of the Archaeological APE (Figure 2). However, Nelson makes no mention of this shell mound (Nelson 1909), nor has any site record or cultural resources study been filed with the Northwest Information Center which discusses this site.

Early urbanization as well as natural impacts have buried or destroyed many of the archaeological resources. While no prehistoric sites have previously been identified in the Archaeological APE, the original environment of the Project area, with the salt marsh, mud flats, and sloughs, would have provided resources attractive to prehistoric populations.

History

Spanish and Mexican Period: 1770-1850

The City of Oakland is located on a portion of what was once Rancho San Antonio (State Registered Landmark #246) (Hoover et al. 1990:8). In Spanish times, part of the site of the City of Oakland was called Encinal del Temescal ("oak grove by the sweathouse") because of the luxuriant growth of oaks (Gudde 1998:266). In August 1820, Pablo Vicente de Solá, the last Spanish governor of Alta California, ordered the grant of the 43,000-acre Rancho San Antonio to be made to Luís María Peralta as reward for his loyalty, dedication, and service in the Mexican Army, and for his assistance in establishing the missions of Santa Cruz and San José (Hoover et al. 1990:9). The site of his original adobe home was located in what is now the Fruitvale District of Oakland, located less than one and one half miles northwest of the Archaeological APE at 2511 34th Avenue. It was there, in the 1820s, that the first permanent settlement (after Mission San José) was erected on the east side of San Francisco Bay. In 1842, Luis Peralta divided the original rancho into four equal sections for his four sons. Antonio María Peralta, the third youngest son, received 15,000 acres extending from what is now Seminary Avenue to the San Antonio Slough (now Lake Merritt). Rancho San Antonio as it was thus called, contained what would become East Oakland, the Melrose District, and the Project area.

American Period: 1850-1950

Settlement

In the early 1800s, the only timber suitable for building material available on the East Bay shore was on the lands of Antonio Peralta in what was later called Brooklyn Township (Brown 1997). The forest was named "The Redwoods of San Antonio" and supported a busy lumber camp until 1849 when the last redwood was cut (Thompson & West 1878). The area was also used for farming and grazing by Peralta and his lessees. The coastal portions of Rancho San Antonio remained largely uninhabited prior to 1850 (Hoover et al. 1990:18).

The City of Oakland was originally laid out in 1850 for Horace W. Carpentier, Edson Adams, and Andrew J. Moon by the surveyor Julius Kellersberger (Gudde 1998:266). Carpentier, Adams, and Moon were illegally squatting on Antonio Peralta's land at the time (Hoover et al. 1990:18). The original city boundaries extended from 1st to 14th and from Market to Fallon Streets, of what is now Downtown Oakland. When it was incorporated as a town in 1852, the Spanish designation for the area was chosen. The settlement at that time had little more than 150 citizens, and Carpentier, who had initiated the incorporation, was granted the rights to all the waterfront of the new city by the town trustees in return for his promise to build three wharves and a school (Rawls and Bean 1993:166).

In 1853, a town was laid out east of the growing community of Oakland, on a 480-acre tract of land leased from Peralta by Moses Chase and the Patten brothers; Robert, William, and Edward (Brown 1997). This town was named "Clinton," and in 1856, it was combined with an area called "San Antonio" to constitute a single town called "Brooklyn." Brooklyn was incorporated in 1870 and was then annexed to Oakland as a township in 1872 (Hoover et al. 1990). At the time of the annexation, the Brooklyn Township already had substantial business and manufacturing activities including a jute-sack factory, two tanneries, two breweries, a steam flouring mill, an extensive terra-cotta manufactory, two potteries, a planing mill, a sash-door and blind factory, as well as a number of wagon manufactories and repair shops (Thompson and West 1878; Brown 1997). The Pacific Cordage Company works, the most extensive on the coast, was located in Brooklyn Township but fell into disuse by 1883 (Munro-Fraser 1883). Brooklyn was considered one of the most desirable suburbs of San Francisco at that time (Brown 1997).

During the decade of the 1860s, the Oakland City Council made great strides in civic improvements to their city (Merritt 1928:120). Streets were macadamized and sidewalks along Broadway were widened to a breadth of 8.5 meters (25 feet) beginning as early as 1864. The first sewers were laid in the growing downtown region of Oakland in 1866. Water pipes were installed beneath High Street and San Leandro Road as early as 1903 (Sanborn Map Co. 1903) and beneath Alameda Avenue soon after. By the early part of mid-century, water, sewer, electrical, and/or gas lines could be found under High Street, Alameda Avenue, East 8th Street, Clement Street, 37th Avenue, and Wattling Avenue.

By 1860, the population in Oakland had grown to 5,143, and with the coming of the railroads in 1869, that number rapidly increased to 10,000 people in 1870 (Oakland Chamber of Commerce 1931:19). By comparison, the entire county of Alameda, for which Oakland has been the county seat since 1873, had a population of 8,918 in 1860 and 24,237 in 1870 (University of Michigan 1998). Before the turn of the century, the urban population of Oakland hovered near 50 percent of the total population of Alameda County.

By 1900, the population of Oakland had reached 66,690 (University of Michigan 1998). Several events then followed in the first decade of the 20th century causing a rapid increase to 150,174 people in 1910. The first was the San Francisco earthquake and fire in early 1906 that spurred a great influx of refugees relocating to the relatively undamaged East Bay area. The second was the annexation of several outlying townships, including Brooklyn Township in 1909. By 1930, the population of Oakland had nearly doubled to 284,497, comprising 60 percent of Alameda County's total population.

Railroads

American steam passenger railroading began in 1830 and was immediately recognized by many as necessary for the continued growth of the national economy. Throughout the 19th century, railroads fostered growth and development by carrying multitudes of settlers westward into frontier regions to establish new communities. Railroads boosted industrial and agricultural production nationwide by providing merchants with access to markets otherwise inaccessible. In a country previously dependent on horse-drawn wagons and

water-based transportation methods, railroads quickly stimulated an attitude of mobility and a sense of freedom.

California built its first railroad, the Sacramento Valley Railroad, in 1856, and was connected with the rest of the nation on May 10, 1869, when the transcontinental railroad was completed. For many Californians, railroads meant an end to isolation. Communication and goods from the east no longer took months to arrive, and travel within the state became more manageable. The new railroad system grew rapidly and soon a web of tracks connected northern mines and sawmills with inland farming communities and coastal shipping points, thus making the movement of freight more efficient and economical. As the railroad brought increasing numbers of settlers, greater amounts of land were cultivated and agricultural exports grew.

The San Francisco & Alameda Railroad Company was incorporated in 1863. During the 1860s, a number of private horse and street car companies began to provide local service from downtown Oakland and Alameda to East Oakland, encouraging the growth of fledgling suburbs (Krase 1998:3 [Attachment B to HPSR]). The San Francisco & Alameda Railroad Company began service to Melrose (46th Avenue) in 1864 and extended the line to Hayward the following year. By 1865, the railroad extended from Alameda Wharf via Lincoln Avenue to the east boundary of Alameda at High Street (Brown 1997). The San Francisco & Alameda railway crossed San Antonio Creek and ran northeast to Melrose Railroad Station, crossing the Central Pacific Railway (completed in 1869) near 47th Avenue, then running southeast to San Leandro Creek, all the way to Hayward. The railway follows the route of present-day Alameda Street (previously named Harrison Avenue in 1878 and presumably renamed for the railway), crosses under the High Street Overhead structures, and turns to the northeast where it joins the UPRR line.

In 1868, in an effort to capitalize on the railroad boom, Carpentier offered a controlling interest in his infant enterprise, the Oakland Waterfront Company, to the Western Pacific Railroad (WPRR) if it would make Oakland its main terminus in the East Bay region (Rawls and Bean 1993:166). Soon thereafter, the Central Pacific Railroad (CPRR) acquired the short-lived, local WPRR company and in 1869 CPRR purchased the right-of-way as the last link in their transcontinental route via Livermore and Niles Canyon to the San Francisco Bay area (Krase 1998:3 [Attachment B to HPSR]). On November 8, 1869, the first train to arrive in Oakland over the newly completed transcontinental railroad entered the 7th Street Station to a salute of 37 guns and a grand celebration (Hoover et al. 1990:19).

Initially the CPRR route ended in Alameda for ferry service across the Bay to San Francisco; within a few months however, the terminus was shifted to West Oakland, where a large railroad maintenance and repair facility had been constructed (Krase 1998:3 [Attachment B to HPSR]). A local CPRR station was located at the foot of 13th Avenue and San Lorenzo Avenue. The CPRR main line roughly paralleled the county road, East 14th Street, which was the primary commercial street in East Oakland.

The transcontinental WPRR reached Oakland in 1909/1910. Within the Project area, the WPRR tracks ran between San Leandro Street (East 10th Street) and East 12th Streets, roughly parallel to and east of the Southern Pacific Railroad (SPRR) line paralleling Alameda

Avenue. Other independent lines connected the various stations via Fruitvale Avenue and High Street.

The suburban Alameda County commuter rail lines running on the SPRR tracks were reorganized as the Oakland, Alameda, and Berkeley Electric Railway between 1902 and 1915 (Krase 1998:3 [Attachment B to HPSR]). When electrified service began in the Melrose District/High Street vicinity in 1911, there were two stations serving the local neighborhoods: Melrose Station and Fruitvale Station. Following financial difficulties that culminated in the late 1930s, the Interurban Electric Railway discontinued service in the area in 1941. Subsequently, SPRR devoted its service to freight traffic, merging with UPRR in 1996.

Highways

On September 20, 1940, the State Highway Commission announced the appropriation of approximately $1,500,000 to start construction of the East Shore Highway from Oakland to San Jose, stating at the time that construction would begin before the close of 1941 (Oakland Tribune Yearbook 1942:126). National Defense, and the free flow of traffic within the Metropolitan Oakland Area, were cited as primary reasons necessitating construction of the highway. The construction was to proceed in sections from the southern end of Downtown Oakland to High Street and then from High Street to the southern city limits of Oakland; additional contracts were planned for succeeding years to continue the freeway to Santa Clara County (Krase 1998:6 [Attachment B to HPSR]). Construction of the first section of the four-lane freeway actually began in 1948, with the High Street Overhead being completed by 1949; the next sections south to San Leandro Creek (including the Project area) were completed between 1949 and 1950.

Costs of construction, including right-of-way acquisition and engineering costs, were approximately $2,500,000 per mile. The high costs were attributed to the extensive use of elevated freeway structures necessary to eliminate over 10 railroad grade crossings.

As early as the late 1930s, the City of Oakland began preparing for the highway, spending over $500,000 of its gas tax allocation to purchase rights-of-way from Oak Street to 15th Avenue (Oakland Tribune Yearbook 1942:126). Approximately 175 residences were in the path of the freeway, requiring their relocation or demolition and the housing of some 340 people. In addition, 12 structures of the High Street Homes project, housing 96 families, were in the right-of-way. Twenty-two industries had to be relocated as well (Krase 1998:6 [Attachment B to HPSR]).

The Industrial Fact Finding Committee, in their 1957 report to the Metropolitan Oakland Area, made the following statement regarding freeway development in the region:

> The year 1957 marks the conclusion of the first 10 years of freeway construction in the San Francisco Bay area. In singular coincidence, the closing of the decade witnesses the virtual completion of what might be considered the initial phase of freeway development in the nine counties which can now clai[m] a total of 200 freeway miles in service, with another

70 miles under construction (Metropolitan Oakland Area Committee 1957:49).

The East Shore Freeway, by then classified as State Route 17, was renamed for Fleet Admiral Chester W. Nimitz in 1958 on the occasion of the route's addition to the California Freeway and Expressway System (Krase 1998:6 [Attachment B to HPSR]). In 1984, the route was re-designated as Interstate Route 880.

Since its initial construction, sections of the freeway within and immediately adjacent to the Archaeological APE have been subjected to a variety of construction activities including landscaping, slope stabilization, off-ramp reconstruction, and widening to the current eight lanes. These activities are summarized in Table 1.

Table 1

Record of I-880 Highway Improvements 1940-1990

Type	Location	Date
Freeway Construction	Between 38th Avenue and Oak Street ▪ Includes Archaeological APE from 38th to 35th Streets	1948
On-Ramp Overcrossing Construction	42nd Avenue and 8th Street [East 8th Street]	1948
Freeway Construction	Between 0.10 mile north of the southern city limits of Oakland and 0.16 mile south of High Street ▪ Includes Archaeological APE from 50th Avenue to 45th Avenue	1949
Overhead Construction	High Street (Bridge No. 33-40 R/L)	1949
Bridge Construction	East Creek Slough (Bridge No. 33-143) ▪ Immediately south of Archaeological APE	1949
Off-Ramp Improvements	42nd Avenue Off-ramp	1952
Overhead Widening	High Street (Bridge No. 33-40 R/L)	1955
Bridge Widening and Undercrossing Construction	Between Hegenberger Road and Fallon Street ▪ Includes widening of High Street Overhead (Bridge No. 33-40 R/L)	1960
Overhead Widening	High Street (Bridge No. 33-40 R/L)	1961
Bridge Widening and Overcrossing Construction	Between Hegenberger Road and High Street ▪ Includes widening of East Creek Slough Bridge (Bridge No. 33-143)	1967
Overhead Repair and Improvements	High Street (Bridge No. 33-40 R/L)	1978
Overhead Seismic Retrofit	High Street (Bridge No. 33-40 R/L)	1979
Overhead Repair	High Street (Bridge No. 33-40 R/L)	1987

Harbor Improvements

Significant changes to the local geography and infrastructure occurred in the first two decades of the 20th century, which in turn spurred the momentum of industrial development around the entire East Bay, and particularly in East Oakland (Krase 1998:4 [Attachment B to

HPSR]). Adjacent to the Project area, Alameda from prehistoric times had been joined to the East Bay mainland by a section of land located approximately between today's 23rd Avenue and High Street. In 1874, the U.S. Army Corps of Engineers began a project to cut through the 1.5 miles of lowland that separated the head of the San Antonio Estuary from San Leandro Bay in order to construct a navigable channel joining San Leandro Bay with the Oakland Inner Harbor. The U.S. Tidal Canal thus made an island of Alameda, thus providing access for larger vessels and opening up East Oakland to water-borne commercial shipping traffic in addition to the overland rail shipping.

The San Antonio Estuary and the U.S. Tidal Canal have been dredged several times, including an instance in the 1880s when Chabot Dam broke, increasing the silt levels in the Bay (Daum 1998). Dredging activities have occurred within the vicinity of High Street in 1930, 1960, and 1980. Beginning in the early 1900s, an estimated 90 percent of the marshlands adjacent to the estuary have been filled from dredge and fill, and landfill for reclamation activities.

Industry

Industrial development in East Oakland, and specifically within the Project area, has increased with little break since the initial settling of the area in the mid 1800s. Growth and prosperity in the region increased rapidly, spurred by the establishment of the transcontinental rail lines, the construction of the U.S. Tidal Canal, and the influx of people and businesses following the 1906 San Francisco earthquake.

The building of the Chevrolet Motor Plant at 73rd Avenue and MacArthur Boulevard in 1916 established Oakland as an important industrial center, and with the coming of the 1920s, Oakland saw intense industrial growth along the railroad and waterfront (Oakland Tribune 1988:C-1). Industrial establishments located within the vicinity of the Project area by 1931 included the American Can Company (based in New York City), Oliver Chilled Plow Company, General Electric Company, and the California Cotton Mills. The cotton mill was reportedly one of the largest industrial textile cotton mills in the world (Oakland Chamber of Commerce 1931:22).

Census data for Alameda County confirms a progressive increase in the number of manufacturing establishments from 38 in 1860 to 1,166 in 1900, followed by a small decline to 978 in 1940 after the Great Depression of the 1930s (University of Michigan 1998). Similarly, the annual value of all manufactured products increased from $428,500 in 1860 to $17,852,388 in 1900, followed by a decline to $282,405 in 1940. In 1919, Alameda County's industries included shipbuilding, canning and preserving, lumber mills, machinery, foundries, printing, chemicals, bakery products, and automobiles and auto product manufacturing (California Development Assoc. 1926:2). By the end of 1923, the Oakland Chamber of Commerce (1924) reported 700 operating "manufactures," excluding "one-man shops, bakeries, tailoring establishments, laundries, or other small concerns ordinarily classed as 'manufacturers'" for the City of Oakland. The report concluded, "The total number of such omitted [manufacturing] concerns in Oakland is in excess of 1,450."

In 1979 the Community Economic Profile for Oakland listed 702 manufacturing plants within the city, specializing in: 1) fabricated metal products; 2) stone, clay and glass products; 3) non-electrical machinery; and 4) primary metal industries (Oakland Chamber of Commerce 1979:2). Two of the largest manufacturing firms, both located within and adjacent to the Archaeological APE, included long-term industrial residents, the Clorox Company and the American Can Company (Figure 3, Map ID #1).

On January 1, 1931, the Oakland Chamber of Commerce (1931:20) reported:

> The value of manufactured products made in Oakland factories 20 years ago amounted to only $22,343,000. In 1927 the value totaled $159,375,870. This is a gain of 614 per cent--approximately 30 per cent per year. The average gain in value of manufactured products in the United States during this period was only 11 per cent per year--approximately one-third as much.

Recognizing the significance of such growth, induced in large part by the location of Oakland as a major Pacific shipping port and transcontinental terminus, members of Alameda County's urban business community created the Metropolitan Oakland Area (MOA) committee to coordinate advertising campaigns and bring economic prosperity to the Oakland area.

The Metropolitan Oakland Area

The MOA is made up of nine contiguous cities including Oakland, Berkeley, Alameda, San Leandro, and Hayward. Annual reports to the community highlighted advertising campaigns and industrial growth within these nine communities. For example, advertising objectives for 1940-1941 were listed as being: industrial development; residential development; tourist travel development; and selling the MOA idea to the local communities (Metropolitan Oakland Area Committee 1941:1).

Fifteen years later, in 1956, the Alameda County Board of Supervisors appointed a fact finding committee of 22 individuals to make recommendations on ways to further increase Alameda's industrial growth:

> It was found that the area cannot continue to encourage stable industrial growth without a long-range program. The lack of advanced planning and a dynamic program to carry out the plans could jeopardize public and private investments and weaken the economic base of the county (Metropolitan Oakland Area Committee 1957:37).

The fact finding committee's report highlighted deficiencies that would continue to hinder the industrial growth in Alameda County if not immediately corrected, and then set forth eleven recommendations to correct those deficiencies. The list was highlighted by the following items:

1. Promote Alameda County's assets as valuable for attracting industrial projects:
   - High quality, available labor force,
   - High level of education,

- Favorable labor-management relationships, and
- Excellent weather;

2. Lower fuel costs and equipment costs for heating and air conditioning;
3. Change county zoning ordinances to protect industrial land once zoned;
4. Request that the Urban Land Institute develop a plan for industrial development that would make Alameda highly competitive with other comparable areas; and
5. Develop and implement a Master Plan for future road and highway development.

Melrose District

Antonio Peralta sold the land that was to become the district of Melrose to Henry S. Fitch for $14,000 (Oakland Unified School District 1992:3). Fitch created Fitchburg, near the location of what is now the Melrose School, to service the flourishing cattle industry in the area. A rail line was built in the 1870s, with a cattle-loading stop, the Melrose Station, at Melrose near 47th Avenue. The Melrose District, of which High Street forms the western boundary with the Fruitvale District, was settled by cattlemen who located near the railroads in order to ship their stock (Oakland Tribune 11/18/1988:C-1). Manufacturing soon followed, bringing new residents attracted by the new jobs. An article in the Oakland Tribune (1907), *Melrose: A Favored Town of Homes and Factories*, promoted Melrose as an ideal location for both home and work:

> With its background of gently sloping lands from the hills for residence purposes and a great stretch of level land for the accommodation of factories, warehouses, and other lines of business, it could hardly be possible to find a finer situation for the founding of a great city.

Melrose's location as the terminal point of the SPRR local line, which provided streetcar service and a depot (Melrose Station), underscored this attitude and was used as a selling point to attract more businesses and home builders. Melrose and Fitchburg were annexed to Oakland as part of Brooklyn Township in 1909, becoming part of East Oakland.

The 1920s brought prosperity and increased economic stability to the residents and business owners of Melrose. Another article in the Oakland Tribune (1921), *Melrose District: Booming Business Center*, indicated that many local businesses had developed strong and widespread reputations and that residential real estate sales were also rapidly growing. R.H. Pearce, manager of the Melrose Branch of the Bank of Italy, was quoted as saying:

> While it is true that Melrose does show unusual industrial activity and has accomplished a great deal in various fields of a commercial nature, nevertheless I believe that as a community of homes it is second to none in the bay district.

C.W. Foy, industrial secretary of the Oakland Chamber of Commerce, speaking at a 1923 meeting of the Melrose Business Men's Association, noted that "The Eastbay has all the elements--economic, climatic, geographical and human--needed to make it the best industrial district in the United States, and that a large part of the industrial development ...will take

place in the Melrose district" (Oakland Tribune 1923:np). Further, he stated that, "The way industries have been coming to this district gives Melrose a wonderful insurance of stability of its property and business values, and of their steady increase."

High Street and Vicinity

An 1871 historic map (Allardt 1871; Figure 4) depicts "H. Clarke's House" (Figure 3, Map ID #2) on the edge of Brickyard Slough and "Clark's [sic] Landing" at the edge of the estuary. H. C. Clarke was born in Ohio and emigrated to California in 1850. He moved to Brooklyn Township in 1853 and built up a business engaging in speculative farming, teaming, storing, real estate transactions, and managing a line of schooners that ran between Clark's Landing and San Francisco (Brown 1997). He owned and operated the Pacific Reduction Works, a smelting and reduction plant built in 1876 (located immediately southeast of the Archaeological APE). No known remnants of Clarke's House, Clark's Landing, or the Pacific Reduction Works are extant.

The Pacific Cordage Company (Figure 3, Map ID #3) was located southwest of Clarke's property. The cordage company commenced operations in April of 1873 and was at the time one of only two cordage manufacturers on the Pacific coast. The other was Tubb's & Company According to the Oakland Home Journal & Advertiser (1873:1), the Pacific Cordage Company was:

> located at Melrose Station, ...on the line of both the Hayward and the Western Pacific roads, occupying a space between the railroads and a little arm of the bay, on which a wharf has been constructed, thus giving the company the best facilities for receiving supplies and shipping goods, either by rail or water (Figure 5).

The factory building was a large two story structure housing all the necessary equipment for spinning hemp into rope. The factory, in full operation, was expected to employ 40 hands, 20 of which were to be full grown men, 20 to be boys and girls. "A few Chinamen, who formerly worked in Tubbs' factory, have been employed at the start, as there was a scarcity of skilled hands," however they were to be dismissed within a few days of commencement of operations as the company's management wished to prove that "rope could be made here without" Chinese laborers (Oakland Home Journal & Advertiser 1873:1). No known remnants of the factory or wharf are extant.

The White Brothers Hardwood Lumber Warehouse opened for business at the corner of High and Howard Streets in East Oakland on May 15, 1927, immediately southwest of the Archaeological APE. The White Brothers, Peter and Asa, came to the San Francisco area in 1872 from Vermont and subsequently began a small mill operation. Realizing increased business over the next 38 years, two larger facilities were constructed, both in San Francisco. Continued growth and an eye to the increasing East Bay market eventually brought the enterprise to East Oakland. At the time, the High Street plant was considered "one of the largest and most modern lumber yards in the entire country." By the end of the decade, the area between High Street and the U.S. Tidal Canal had earned the label "The Lumber Center of the Eastbay District" (The East Bay Builder 1927:5). Currently, the White Brothers

warehouse is owned and operated by High Street Bridge Self-Storage (see cross-reference to Primary Record, Map ID #26, in Krase 1998 [Attachment B to HPSR]).

The Leona Chemical Company owned a strip of land east of 45th Avenue between Clark Street (now Coliseum Way) and Commerce Street (now Jensen Street) within the Archaeological APE. The City of Oakland Assessors Block Books indicate the company owned the property from at least 1910 to 1921. Leona Chemical operated a chemical manufacturing business, producing sulphuric and nitric acids, sulphate of alumina for clarifying water, and barium sulphate for mixing paints (Oakland Enquirer 1910:23). Following the mineral extractions, crushed rock was marketed as a by-product of the company. Leona Chemical, said to have been "of great value in building up the commercial growth of Oakland and Alameda County," had many plants along the Pacific Coast (Oakland Enquirer 1910:23). Sanborn Fire Insurance Maps for 1912 indicate Leona Chemical Company buildings were located southeast of the intersection of 50th Avenue and the SPRR tracks, outside and to the southeast of the Archaeological APE. No known structures of the Leona Chemical Company are extant.

The Clorox Company (Electro-Alkaline Company) set up its plant in 1913 next to the SPRR tracks at High Street (Krase 1998:5 [Attachment B to HPSR]). One of the early companies in the United States to commercially produce liquid chlorine bleach for industrial uses, the company employed the process of electrolysis to convert concentrated salt brine from nearby San Francisco Bay salt ponds into sodium hypochlorite bleach. Development of a less concentrated solution for household use led to the general distribution of Clorox Liquid Bleach-Cleanser-Germicide in the San Francisco Bay area in 1916; national distribution of the product, newly available to consumers, began in 1921. Still an important company in Oakland, the original plant site remains an indicator of Oakland's significant industrial growth during the first decades of the 20th century (see cross-reference to Primary Record, Map ID #16, in Krase 1998 [Attachment B to HPSR]).

The 1940s and World War II brought a flood of workers to the East Bay. Many black workers emigrated from the southeastern states, Texas, Louisiana, and Mississippi (Oakland Unified School District 1992:3). Quickly constructed housing projects were raised in and around the Melrose District. One of these projects, High Street Homes (Figure 3, Map ID #4), a federally-financed project to house defense-industry workers, was built on 52 acres of the filled tidelands south of High Street (Krase 1998:5 [Attachment B to HPSR]). Opened in July 1944, the project consisted of 540 residential units in over 65 buildings, plus a community hall and an on-site school. The housing project was one of the largest of the nine "temporary" housing projects in Oakland and one of the last to be built. Like many wartime housing projects in Oakland, this housing project was segregated; the High Street Homes project was intended for white workers in wartime industries, while projects elsewhere in Oakland were intended for African Americans. The buildings, mostly two stories, were lightly constructed of wood frame and gypsum board, in keeping with their "temporary" function. These were expected to be decommissioned soon after the war, but portions of the project continued to be used as low-income housing through the 1950s. The buildings were finally removed during the 1960s and replaced with large-scale industrial structures around a new street configuration.

FIELD METHODS

The field survey of the Archaeological APE was conducted by one archaeologist on October 17 and December 10, 1997. The Archaeological APE extends approximately 1,523 meters (5,000 feet) southeast to northwest, and varies from 63 meters (208 feet) to 254 meters (833 feet) west to east. Where possible, a complete survey of the APE was performed, using 20-meter-wide transects. Approximately 20 percent of the archaeological APE, however, was not surveyed because of restricted access resulting from fenced areas and residential properties. The paved roadway of I-880 was not subject to pedestrian survey because of safety concerns and the low probability of resources being identified on the surface. Portions of the APE that occurs under the overhead structures were surveyed when possible. The fenced area to the east of High Street, although owned by Caltrans, was not accessible during the time of the survey because of tenant eviction delays. Approximately 85 percent of the Archaeological APE was paved with asphalt and had 0 percent visibility.

The areas surveyed are delineated on the Archaeological APE Map (Maps C_1 and C_2) located in Appendix I of the HPSR.

FINDINGS AND CONCLUSIONS

The record search and field survey determined that no known archaeological resources are present within the Archaeological APE.

A review of Sanborn Fire Insurance Maps from 1903, 1912, 1925, and 1950, as well as various 19th century maps, indicates that intact subsurface historic archaeological resources may still be present within certain areas of the Archaeological APE.

The original overhead was built for two lanes of traffic in each direction, with typical two column bent substructure units. The original substructure consists of reinforced concrete columns, pile supported footings, and reinforced concrete bent caps. Caltrans as-builts from 1949 for the original overhead construction places the maximum depth of piles at 9 meters (30 feet). Caltrans as-builts from the original freeway construction indicating exact footing placements were not available. The 1955 bridge widening project included the addition of two steel girders and a concrete column with a pile footing at each bent. The 1961 bridge widening project consisted of adding two steel girders to the Right bridge and two to four girders to the Left bridge. At this time, a new southbound connector to 42nd Avenue was completed, which resulted in the removal of an original bent (27L) and replacement with new single and double column bents on both sides of the ramp. This widening effort also required the addition of a column with a pile footing for each bent. New retaining walls were also added. The original (1949) pile type is unknown; subsequent widenings utilized Raymond step-tapered piles.

According to the 1949 Caltrans as-builts, subsurface disturbances included construction related to the lowering of 42nd Avenue to 6 meters (20 feet) below ground surface (bgs) to pass under the SPRR tracks, and disturbance from pile placement to 9 meters (30 feet) bgs. Disturbance from grading activities during initial roadway construction does not appear to have exceeded a depth of 0.9 meters (3 feet).

Sanitation and water lines are known to have been laid in the City of Oakland as early as 1866 (Merritt 1928:120). Most major utilities were located under existing roads, which also placed them parallel to railroad tracks in many instances. Available Sanborn Fire Insurance Maps indicate water lines have existed beneath High Street and San Leandro Road since as early as 1903, and beneath Alameda Avenue from a later date. Caltrans as-built plans for the 1949 freeway construction through the Archaeological APE indicate that water, sewer, electrical, and/or gas lines can be found under High Street, Alameda Avenue, E. 8th Street, Clement Street, 37th Avenue, and Wattling Avenue.

Trenches for electrical, telephone, and irrigation lines tend to be less than 0.6 meters (2 feet) deep (Pape 1995:35). Water and gas line trenches can be up to 1 meter (3.28 feet) deep. Storm drains and sewers are generally 2 to 2.5 meters (6 to 8 feet) deep but have been known to go as deep as 6 meters (20 feet). Prior to the use of backhoes for trenching circa 1945, utility trenches tended to be V-shaped. Post 1945 utility trenches generally do not exceed 0.3 meters (1 foot) wide, except for sewer and storm drains, which are 0.9 to 1.5 meters (3 to 5 feet) in width.

The following discussion of the potential for buried and intact cultural resources to occur within the Archaeological APE has been divided into three subsections (A, B, and C) as indicated on Figure 1 and discussed in more detail below.

Subsection A

Prior to European settlement of the Project area, Subsection A was a tidal flat, entirely within the boundaries of San Antonio Estuary. Two cultural resource surveys have previously been recorded within Subsection A (Fredrickson and Lindenau 1977; Ananian 1986). No cultural resources were identified. The Archaeological Sensitivity Map for Alameda County indicates this area has a high sensitivity for prehistoric resources. A test bore from 1969 (Radbruch, Bore #102) indicates the geology to be fine sand to a depth of 1.5 meters (5 feet) bgs, followed by clayey silt, clay, clayey gravel, and clayey sand and gravel, alternating in layers averaging 1.5 meters (5 feet) each.

Subsection A was the first area to be settled and industrialized within the Project area. By 1871, H. Clarke had built a home and installed a dock at what came to be called Clark's Landing at the tip of East Creek Slough. Two years later, the Pacific Cordage Company began operations near Clarke's home as one of only two cordage manufacturers on the Pacific coast. In 1876 the Pacific Reduction Works began operations as a smelting and reduction plant. Available maps (Thompson & West 1878; USGS 1897) place the Pacific Cordage Company factory and wharf within the southeastern half of the Archaeological APE (Sections A and B) (Figure 5). Sanborn Fire Insurance Maps for 1903 and 1912 do not extend to the Archaeological APE within Subsection A. Figure 7 identifies the 1925 neighborhood south of Clement Street as being scattered, one story residential dwellings and outbuildings. Windmills and water towers, evidencing the existence of wells, are indicated at two locations.

Analysis

It is anticipated that any cultural deposits that may have existed within Subsection A below I-880, above a depth of 0.9 meters (3 feet) bgs, no longer retain enough integrity to be considered a significant impact. Prehistoric and historic cultural deposits may be encountered if construction impacts exceed the existing freeway footprint within Subsection A. Prehistoric resources dating after 6,000 B.P. (the period after which the area was a tidal flat) is low, however, the possibility of encountering early prehistoric sites can not be ruled out. 19th century sites can be anticipated, however, available maps from the 1870s are not accurate enough to show where such resources may be located. Grading and construction activities other than for footing and pile placement will not exceed depths disturbed for original freeway construction (i.e. 0.9 meters [3 feet]). Construction activities anticipated to occur beyond the existing freeway footprint and below a depth of 0.9 meters (3 feet) bgs should be monitored by a qualified archaeological consultant for the presence of buried prehistoric and historical resources.

Subsection B

Prior to European settlement of the Project area, Subsection B was transitional marsh land. Northwest of High Street, the land tended to be drier due to its slight elevation, making it an attractive location for temporary prehistoric camp sites. Southeast of High Street, the land became progressively more marshy as it approached San Leandro Bay. No previous cultural resource surveys have been recorded within Subsection B. The Archaeological Sensitivity Map for Alameda County indicates that this area has a high sensitivity for prehistoric resources. A test bore from 1969 (Radbruch, Bore #90) indicates the geology to be silty clay and rock to a depth of 2 meters (7 feet) bgs, followed by alternating layers of clay and clayey sand and gravel to a depth of 9 meters (30 feet) bgs.

Landfill activities began to reclaim the marshy land southeast of High Street as early as 1880, with increased urban and industrial development occurring soon thereafter. The Pacific Cordage Company began operations in 1873 and is no longer indicated on maps after 1915. Subsurface features may remain intact in areas not impacted by existing pilings. A 1925 Sanborn Fire Insurance Map indicates residential dwellings and associated outbuildings occupied the area immediately below the current High Street overhead (Figure 8). Structures visible include one-story dwellings, stables, windmills, and a greenhouse. Construction of the freeway began in 1948, with the High Street Overhead being completed by 1949. The original substructure of the Overhead consisted of 32 bents supported by two concrete piers on pile supported footings, with a concrete abutment and earthen embankment supporting each end of the Overhead deck. A subsequent widening project in 1955 added a concrete column with a pile footing at each bent, and in 1961 one original bent was removed and replaced with new single and double column bents on both sides of the ramp. This latter widening effort also required the addition of a column with a pile footing for each bent. Piles were driven to a depth of 9 meters (30 feet).

Analysis

Due to the numerous excavations and grading activities associated with the laying of High Street, Alameda Avenue, the rail lines, and the utilities installed beneath the roadways, it is anticipated that any cultural deposits that may have existed beneath these modern features, above a depth of 0.9 meters (3 feet) bgs, no longer retain enough integrity to be considered a significant impact. Construction activities associated with the installation of footings and supporting piles beneath the High Street Overhead would have disturbed any existing cultural deposits to a depth of 9 meters (30 feet) bgs, in the immediate vicinity of the footings/pilings. The transitional nature of the local geology, from filled marsh land to alluvial plain, indicates a likelihood of encountering intact prehistoric cultural deposits in undisturbed areas between existing footings. Available maps dating from the 1870s, suggest that remains of the Pacific Cordage Company can be anticipated as well. Driven concrete piles are proposed for the support of the new High Street Overhead structure. Depth of excavation for the column footings are estimated to range from 2 to 3 meters (6 to 10 feet). New piles will be driven to a depth of 18 to 30 meters (60 to 100 feet). Within Subsection B, subsurface test excavations for buried cultural deposits should be conducted in areas where new footings/pilings will be designed to extend beyond existing footings/pilings (Figure 9).

Subsection C

Prior to European settlement of the Project area, the land in Subsection C acted as shoreline for the San Antonio Estuary, making it a potential location for temporary prehistoric camp sites. Periodic inundation from changing sea levels could have buried them under layers of sediment. No previous cultural resource surveys have been recorded within Subsection C. The Archaeological Sensitivity Map for Alameda County indicates that this area has a high sensitivity for prehistoric resources. A test bore from 1969 (Radbruch, Bore #81) indicates the geology to be clay and gravel to 3 meters (10 feet) bgs, with groundwater appearing at 5 meters (15 feet) bgs.

Prior to the construction of the freeway, the Archaeological APE within Subsection C was primarily undeveloped land through the turn of the century, with residential development increasing steadily after 1910. Caltrans as-builts from 1949 indicate that the new freeway necessitated the demolition of multiple one-story frame residences and outbuildings within the right-of-way between 35th Avenue and 37th Avenue. Undeveloped land is indicated from 37th Avenue to the end of Subsection C. Sanborn Fire Insurance Maps earlier than 1950 were not available for the area northwest of 36th Avenue. Figure 10 identifies the 1925 neighborhood northwest of the American Can Company as being one- to two- story residential dwellings. Auto garages have been added as outbuildings behind most dwellings. Structures in this area tend to have been built on concrete foundations with no evidence of deep basements. Excavation and grading for the original freeway construction within Subsection C does not appear to have exceeded 0.9 meters (3 feet) bgs except at 42nd Avenue where the roadway was lowered to 6 meters (20 feet) below ground surface (bgs) to pass under the SPRR tracks. The American Can Company, a large industrial complex established in 1918, was demolished in 1994 to make room for the current K-Mart store and parking lot.

Analysis

It is anticipated that any cultural deposits that may have existed within Subsection C below I-880, above a depth of 0.9 meters (3 feet) bgs, no longer retain enough integrity to be considered a significant impact. Grading and construction activities other than for footing and pile placement will not exceed depths disturbed for original freeway construction (i.e. 0.9 meters [3 feet]). Subsurface test excavations for buried cultural deposits should be conducted in areas where construction impacts are anticipated to exceed the existing freeway footprint within Subsection C. Construction activities anticipated to occur beyond the existing freeway footprint and below a depth of 0.9 meters (3 feet) bgs should be monitored by a qualified archaeological consultant for the presence of buried prehistoric and historical resources.

It is Caltrans' policy to avoid cultural resources whenever possible. If the site(s) cannot be avoided, then additional work may be necessary. If buried cultural materials are encountered during construction, it is Caltrans policy that work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find (Environmental Handbook, Vol. 2, Chapter 1).

Table 2 presents a summary of the management recommendations by subsection.

Table 2

Summary of Management Recommendations

Subsection	Recommendation
A	Monitor if construction impacts to exceed 0.9 meters (3 feet).
B	Subsurface testing in areas where new footings/pilings will be designed to extend beyond existing footings/pilings.
C	Subsurface testing if construction impacts to exceed 0.9 meters (3 feet).

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1878 *New Historical Atlas of Alameda County, California.* Thompson & West. Reprinted 1976, Bicentennial Reprint, Valley Publications, Fresno.

United States Geologic Survey
1897 USGS 7.5' Concord Quadrangle, reprinted 1907. United States Geologic Survey, Washington, D.C.

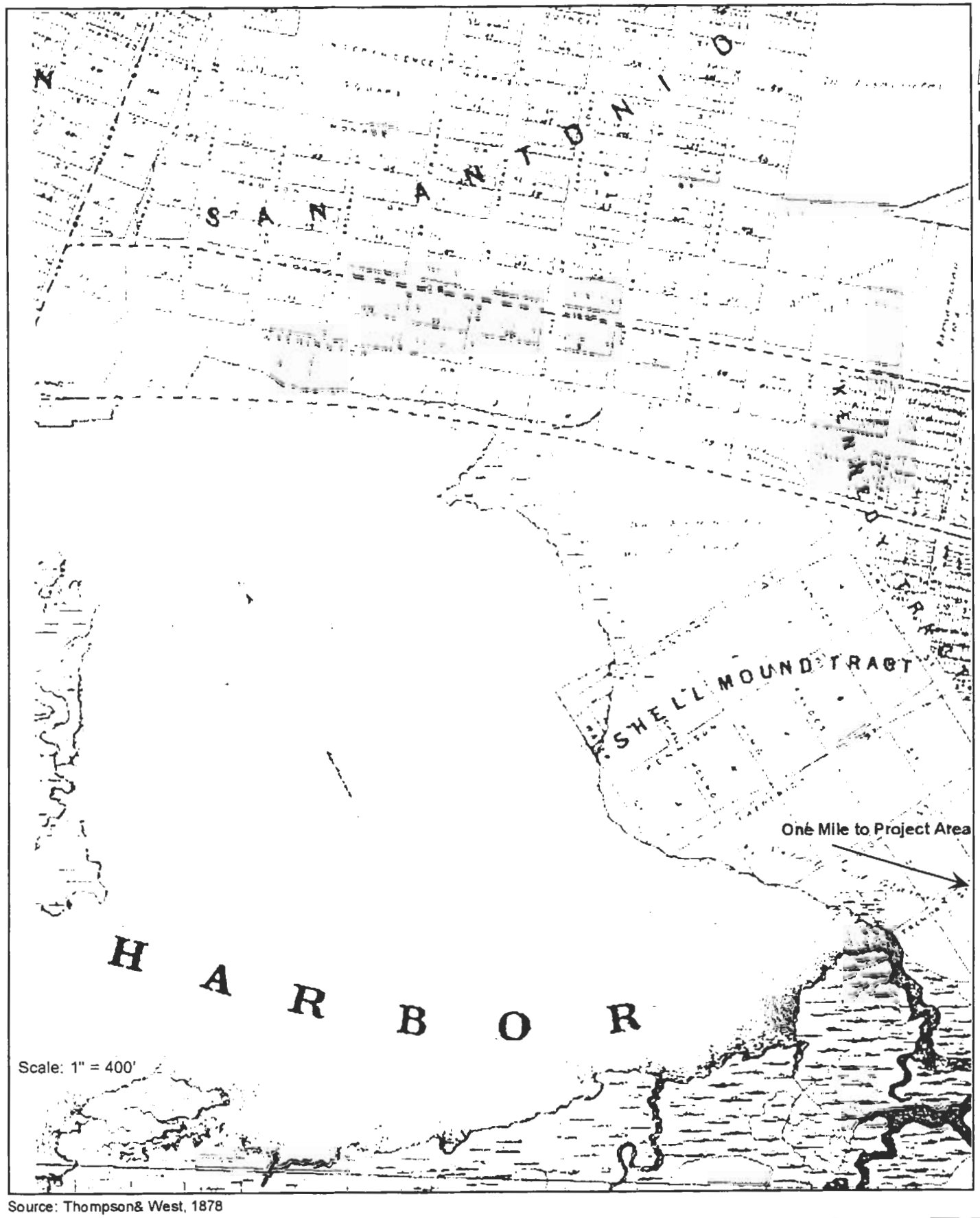
1959 USGS 7.5' Oakland East Quadrangle, photo revised 1980. United States Geologic Survey, Washington, D.C.

ALA-880
KP 43.6/45.5 (PM 27.4/28.0)
EA 16540K
CU 04248

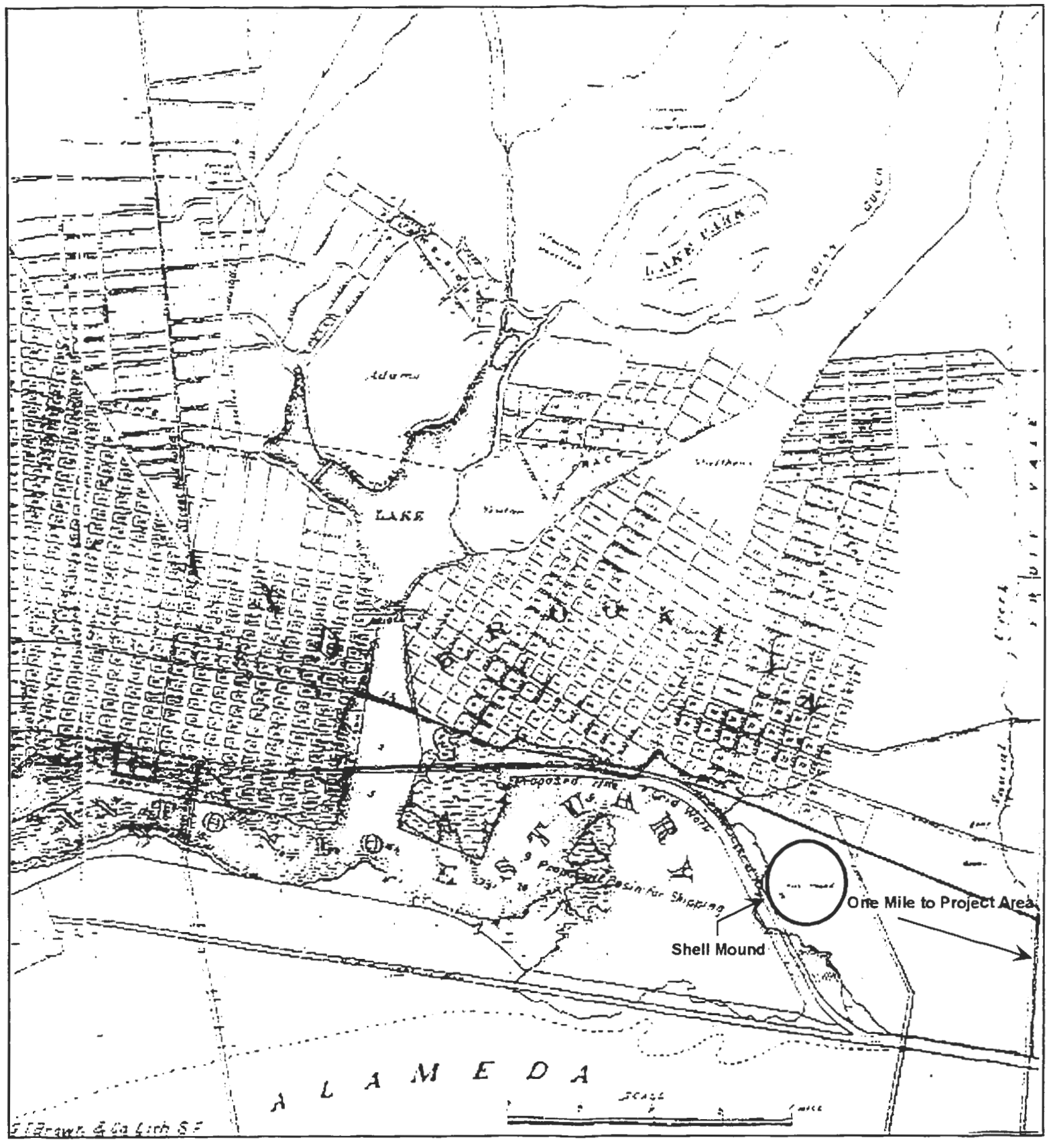
LOCAL GEOLOGY

PARSONS
HARLAND BARTHOLOMEW & ASSOCIATES, INC.

Figure 1



Source: Thompson& West, 1878



Source: Thompson& West, 1878

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POSSIBLE SHELL MOUND LOCATION

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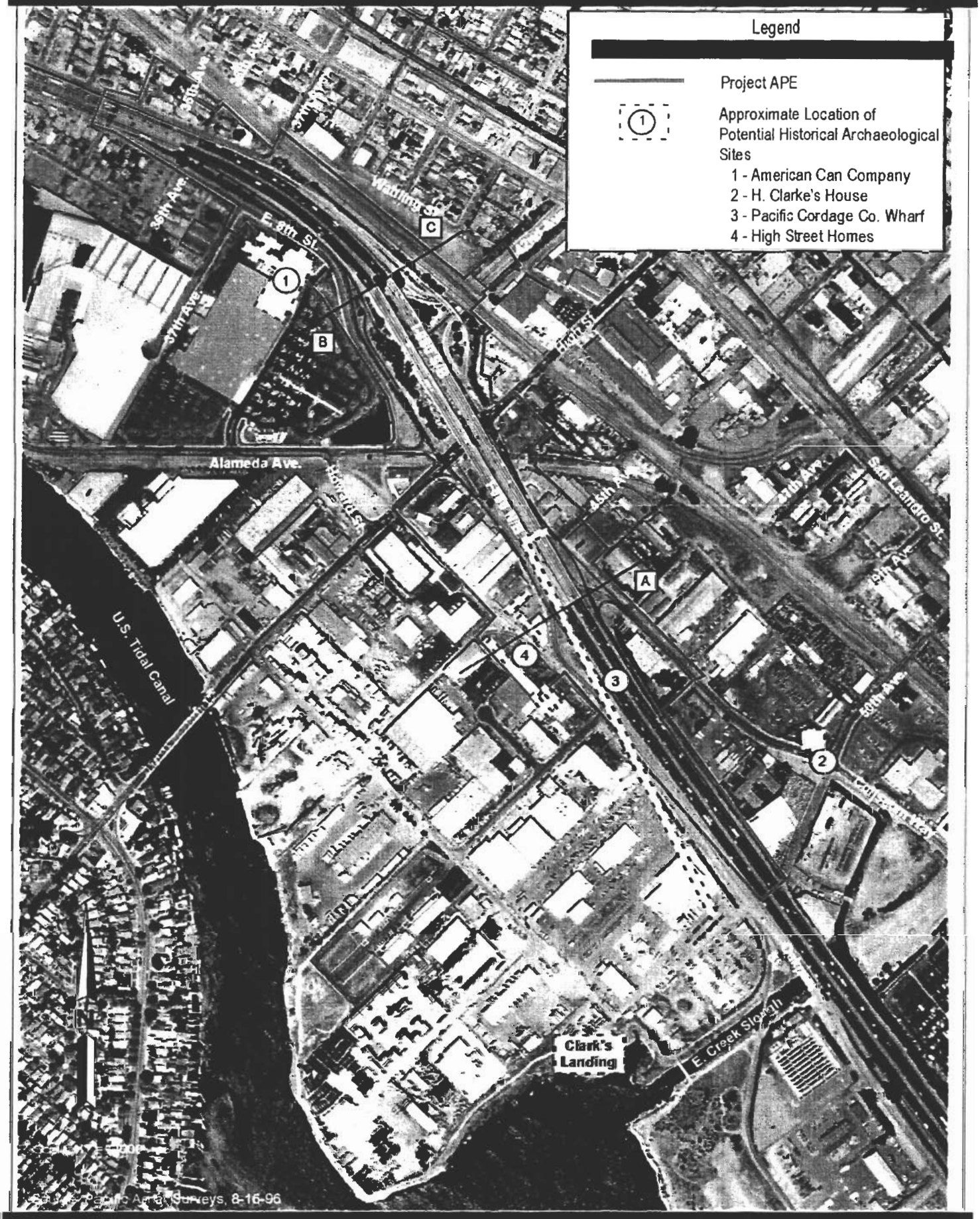
Figure 2



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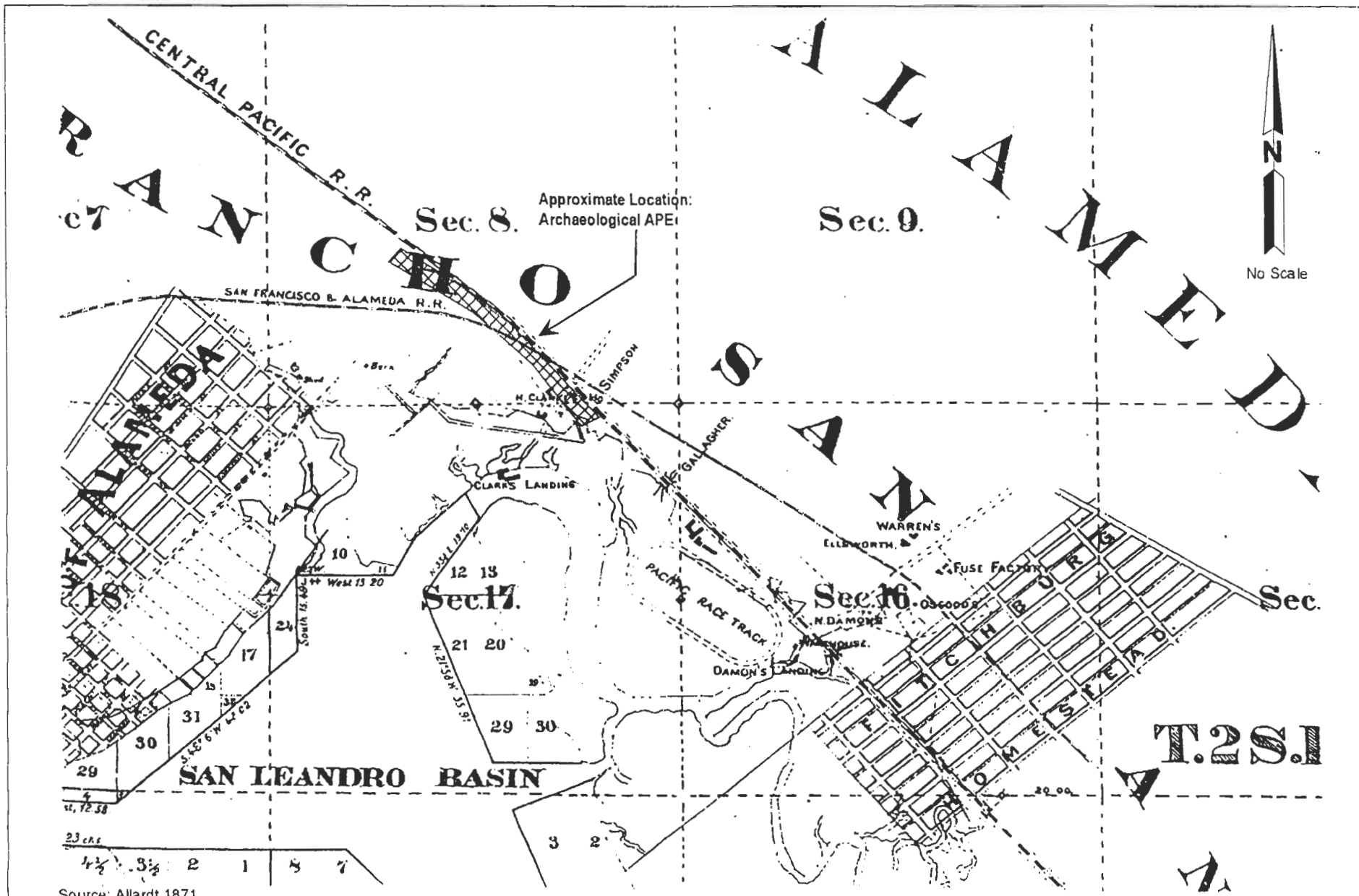
POTENTIAL HISTORICAL ARCHAEOLOGICAL LOCATIONS

PARSONS HARLAND BARTHOLOMEW & ASSOCIATES, INC.

Figure 3



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PROJECT AREA (c.1871)

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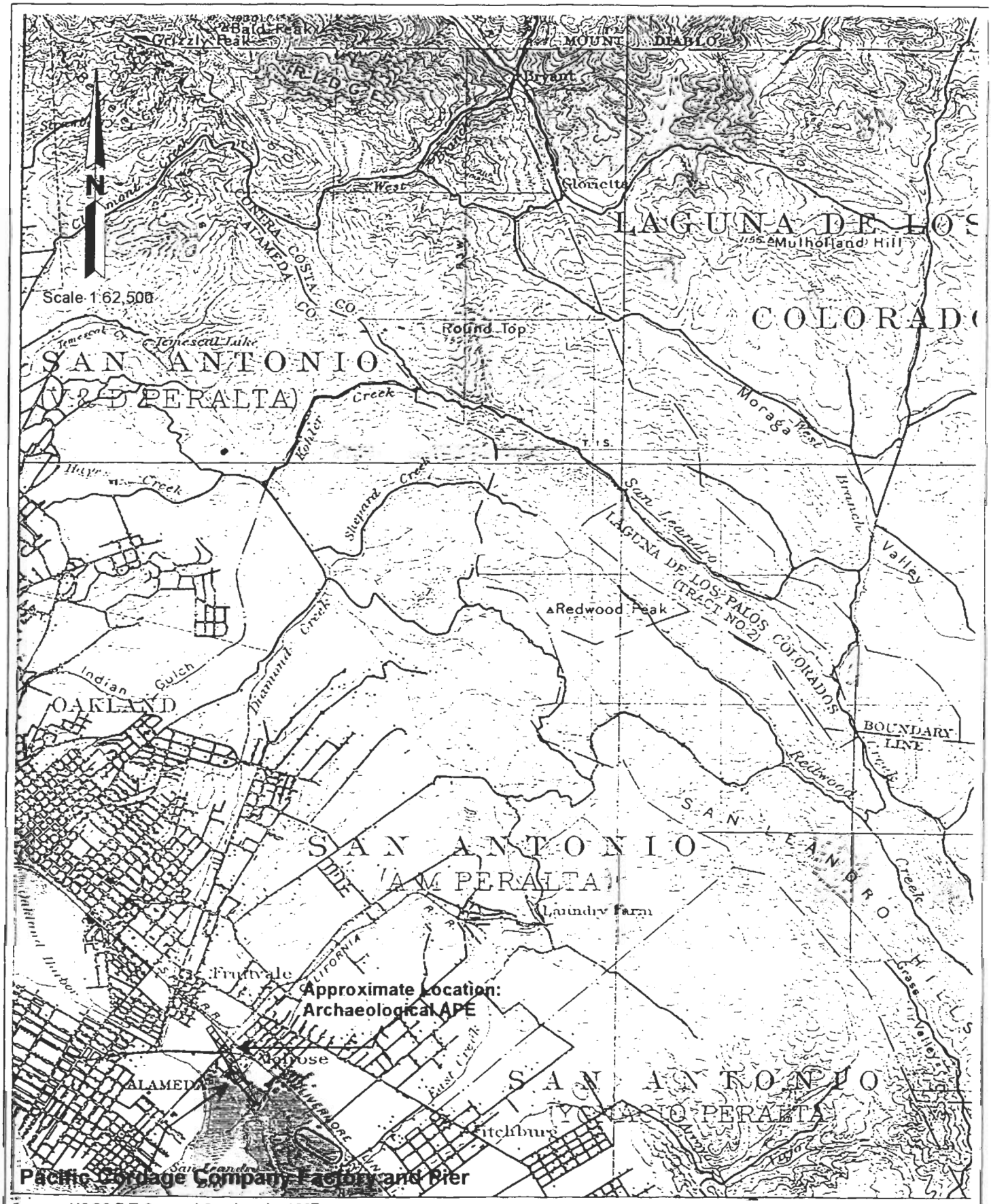
Figure 4



Source: USGS 7.5' Concord Quadrangle, 1897

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PROJECT AREA (c.1897)

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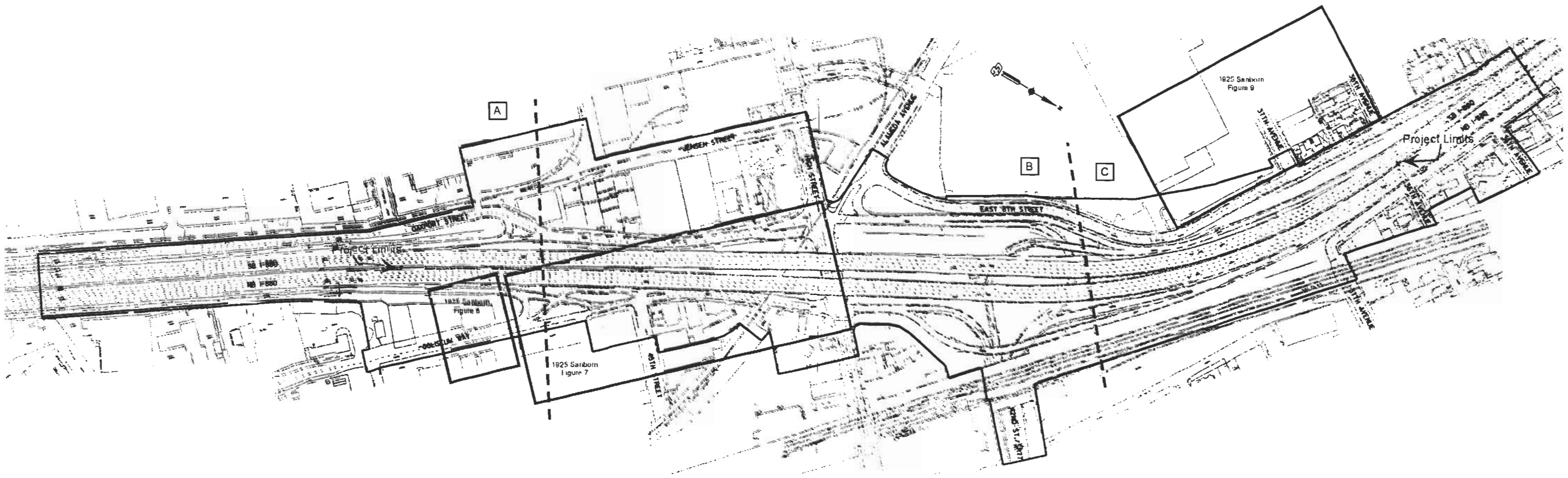
Figure 5



Archaeological APE Map

Scale 1:1000

Legend

- Project APE
- Sanborn Figure Boundary
- A — Subsection Boundary

Source: Caltrans District 4, 1997

ALA-880
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KEY TO SANBORN MAP PLACEMENT

PARSONS
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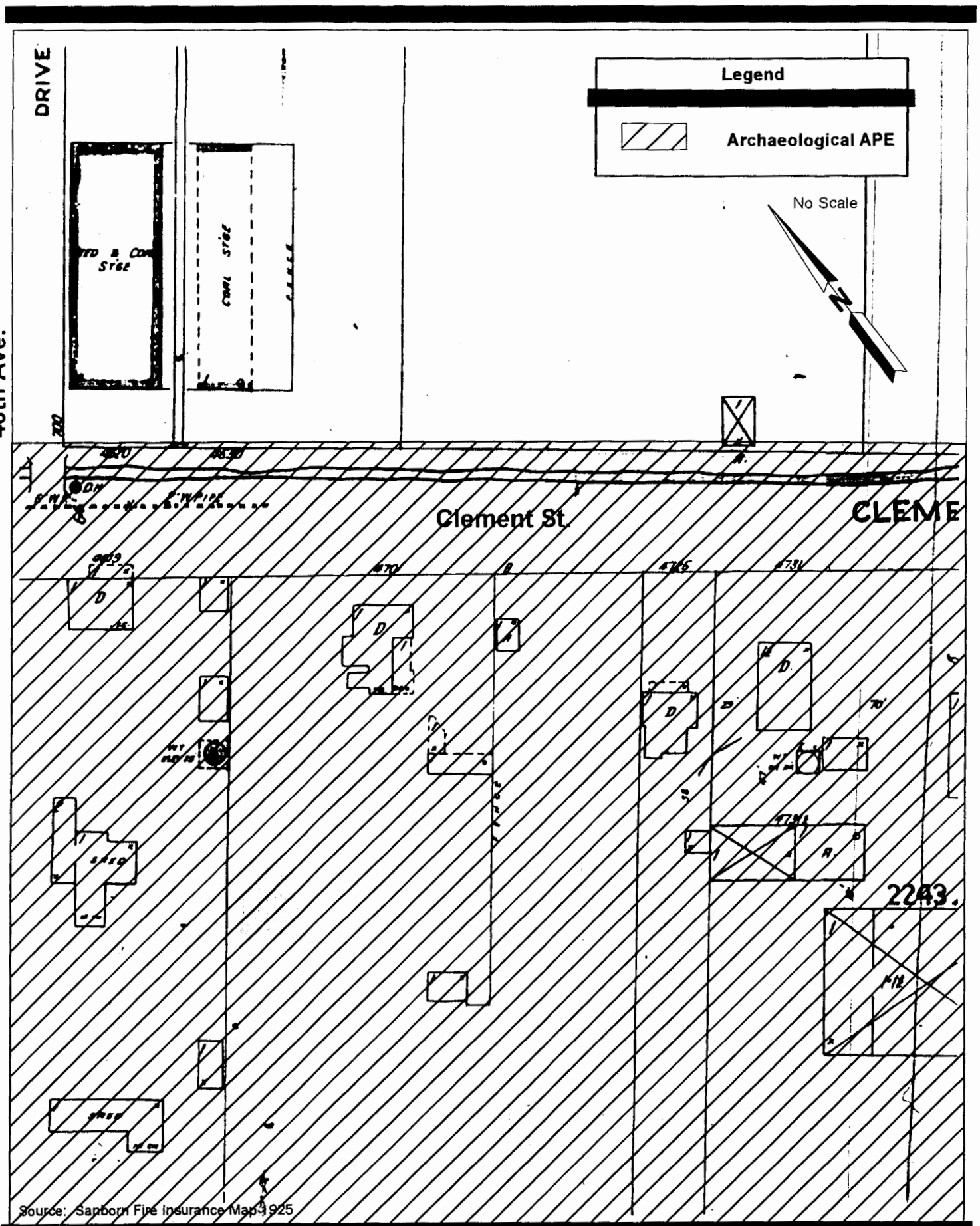
Figure 6



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KP 43.6/45.5 (PM 27.4/28.0)
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CU 04248

1925 SANBORN MAP

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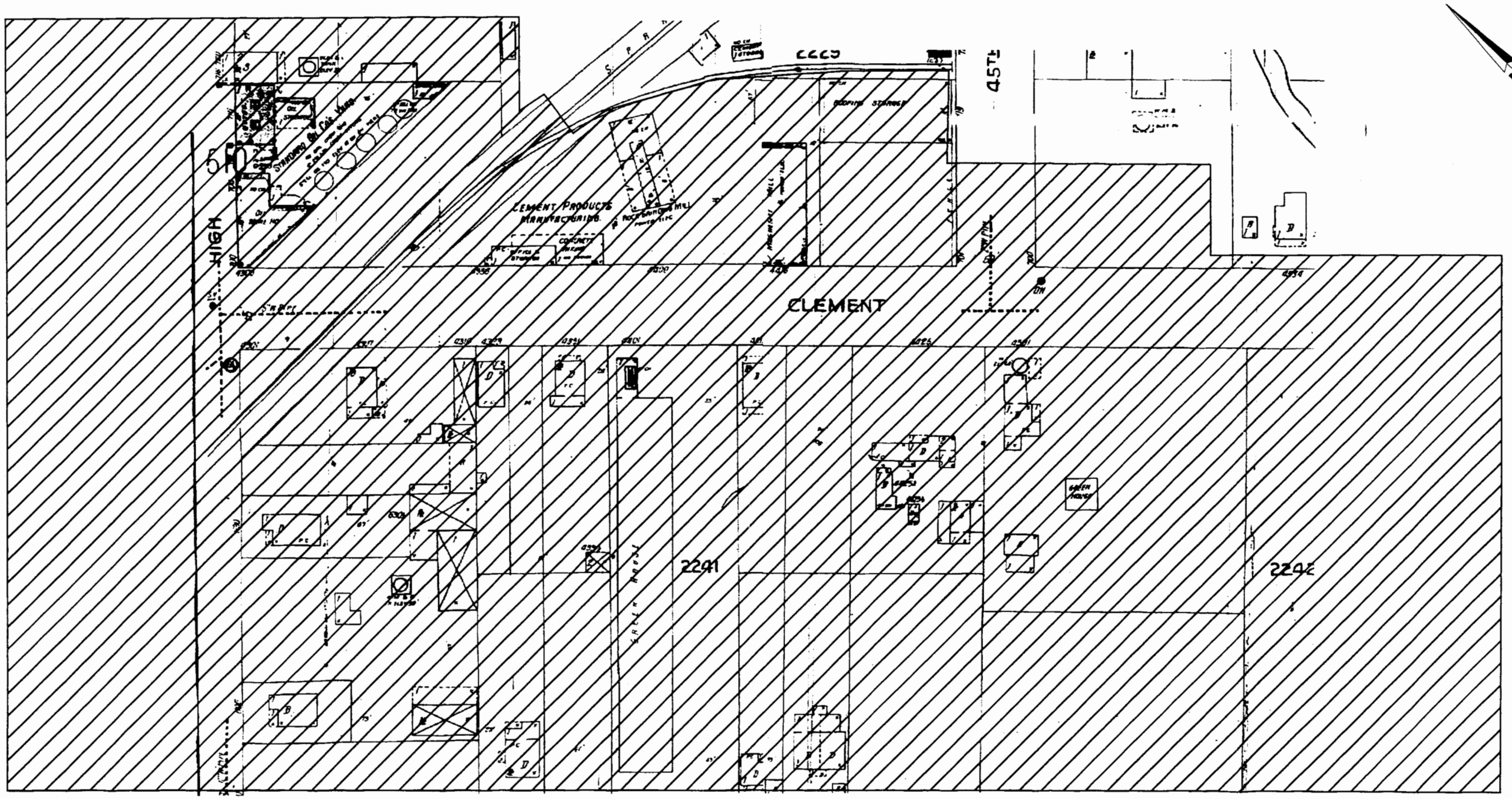
Figure 7



Legend

Archaeological APE

Source: Sanborn Fire Insurance Map 1925

ALA-880
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EA 16540K
CU 04248

1925 SANBORN MAP

PARSONS
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Figure 8

SUPPLEMENTAL ASR, HSR,
& EXTENDED PHASE I REPORT
(Mcilroy et al. 2002)

SUPPLEMENTAL ARCHAEOLOGICAL SURVEY, HISTORICAL STUDY, AND EXTENDED PHASE I REPORT HIGH STREET OVERHEAD SEISMIC RETROFIT PROJECT

ALA-380 KP 43.6/45.5 (PM 27.4/28.0)
in the City of Oakland, California, Alameda County

EA 16540K CU 04248

Prepared for the California Department of Transportation

ANTHROPOLOGICAL STUDIES CENTER
SONOMA STATE UNIVERSITY
ROHNERT PARK, CA 94928

SUPPLEMENTAL ARCHAEOLOGICAL SURVEY, HISTORICAL STUDY, AND EXTENDED PHASE I REPORT HIGH STREET OVERHEAD SEISMIC RETROFIT PROJECT

ALA-380 KP 43.6/45.5 (PM 27.4/28.0)
in the City of Oakland, Alameda County, California
EA 16540K CU 04248

submitted to:
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prepared by
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Project Manager, Mary Praetzellis

submitted by:
Jack Mc Ilroy, Staff Historical Archaeologist

J McIlroy (signature) 22 Feb. 2002 (date)

ANTHROPOLOGICAL STUDIES CENTER
Sonoma State University
1801 East Cotati Avenue
Rohnert Park CA 94928

February 2002

SUMMARY OF FINDINGS

This document is a Supplemental Archaeological Survey (ASR), Historical Study, and Extended Phase I report for the revised Area of Potential Effects (APE) of the High Street Overhead Seismic Retrofit Project (High Street Project). It augments the original ASR for the High Street Project prepared by Heidecker (1999). The High Street Project involves the replacement of the High Street Overhead located along Interstate 880 from KP 43.6 to 45.5 (PM 27.4 to 28.0). During the retrofit, ground disturbance will occur directly under the freeway. There will also be ground disturbance adjacent to the freeway during the realignment of East Eighth and Oakport streets. The realignment of Oakport Street will involve the acquisition and demolition of commercial properties. The project corridor as a whole runs through a residential, commercial, and light-industrial urban setting adjacent to railroad tracks. The original APE, established in consultation with the Federal Highway Administration (FHWA), covers an area between 34th and 50th avenues. A revised project plan and APE has reduced the impact area to between approximately 37th and 46th avenues. The sensitivity analysis, historical research, subsurface testing, and further recommendations in this report focus on the revised APE.

Prehistoric archaeological sensitivity was determined based on the presence of landform types and the identification of other sites in the vicinity. Historic-period sensitivity was delineated using historic maps and other records to trace land use and determine where potentially important features such as back-filled wells and privies might be located. The findings of these studies support Heidecker (1999), in that they identify several areas in which there could be an impact to prehistoric or historic-period archaeological resources within the revised APE. There are some differences, however, in interpretation, and on the emphasis laid on the potential of certain areas, particularly with respect to historic-period archaeological potential. The sensitivity study was followed by Extended Phase I subsurface testing with a backhoe to explore the conditions within the revised APE.

Although a mortar of possible prehistoric origin was revealed during the excavation of 31 test trenches in the revised APE, no intact prehistoric archaeological deposits, features, or materials, were identified as part of this study. The intensive backhoe exploration program was adequate to establish that the potential for encountering prehistoric resources is negligible in the revised APE.

Several trenches uncovered historic-period archaeological materials. Historical research and previous archaeological discoveries in Oakland suggest that five former lots at 4327, 4331, 4411, 4425-4433, and 4501 Clement Street are likely to contain National Register of Historic Places (NRHP)-eligible historic-period archaeological features and deposits that will be directly impacted within the revised APE. Provisions must be made to evaluate and treat any eligible historic-period archaeological resources on those lots.

In the event that archaeological resources are unexpectedly uncovered during project construction activities, all ground disturbing work must halt at that location until the find is evaluated by a qualified archaeologist.

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INTRODUCTION

This document is a Supplemental Archaeological Survey (ASR), Historical Study, and Extended Phase I report. It augments the original ASR for the High Street Overhead Seismic Retrofit Project (High Street Project) prepared by Heidecker (1999). The purpose of this study was: 1) to define locations with archaeological potential within a revised Area of Potential Effects (APE), based on prehistoric and historic archaeological sensitivity studies; 2) to test for the presence or absence of prehistoric archaeological resources within the revised APE, and 3) to provide an initial historical study for potentially NRHP-eligible historic-period properties within the revised APE. This assessment is conducted in accordance with Section 106 of the National Historic Preservation Act. Compliance with this act is being achieved through implementation of the Programmatic Agreement for the seismic retrofit of bridge structures in California between Caltrans, the Federal Highway Administration (FHWA), the California State Historic Preservation Officer, and the Advisory Council on Historic Preservation. The Anthropological Studies Center (ASC), Sonoma State University, Rohnert Park, conducted the assessment.

Jack Mc Ilroy, a Registered Professional Archaeologist (RPA) with an M.A. Prelim in Archaeology and 20 years of archaeological experience (7 in California) assessed the historic archaeological potential of the project area. The prehistoric potential was assessed by Jack Meyer, an RPA with an M.A. in Cultural Resources Management and more than 7 years of experience in California archaeology and geoarchaeology. Historical research was undertaken by Elaine-Maryse Solari, a Juris Doctor with an M.A. in Cultural Resources Management and more than 11 years of historical and archaeological research experience in California. Heidi Koenig, a graduate student in Cultural Resources Management, provided additional historical research and report production. ASC graphics specialist Maria Ribeiro prepared the report illustrations. Suzanne Stewart edited the report. Heidecker's comprehensive and detailed ASR greatly facilitated the preparation of this report.

Highway Project Location and Description

The High Street Project (EA 16540K, CU 04248) is located along Interstate 880 from KP 43.6 to 45.5 (PM 27.4 to 28.0) in Oakland, Alameda County, California (Figures 1 and 2). The I-880/High Street Overhead is to be seismically retrofitted. The existing mainline structure will be replaced with a new wider structure. Depth of excavation for the new column footings are estimated to range from 2 to 3 meters (6 to 10 feet). New piles will be driven to a depth of 18 to 30 meters (60 to 100 feet) (Heidecker 1999:20). The State Route 77 interchange (at 42nd Avenue) will be reconfigured at grade and frontage roads reconstructed as required. East Eighth Street will be realigned to the south through a parking lot. Oakport Street will also be realigned and will involve the acquisition and demolition of buildings between Oakport and Jensen streets. A full description of the project is given in Heidecker (1999:1).

The original APE (Figure 3) was established in consultation with the FHWA in December 1997 (Heidecker 1999:2, Appendix 1, Maps C1 and C2) and was defined as extending northward from 50th Avenue along Oakport Street on the southwest side of the I-880 corridor. It then makes several turns west, north, and east where it picks up at Jensen Street. It follows the west side of Jensen Street until turning northeast on the west side of High Street, continuing to the intersection of High Street and Alameda Avenue. It crosses Alameda Avenue extending northward and incorporates a portion of the K-Mart parking lot. The APE then follows East Eighth Street on the southwest side of the I-880 corridor. On the northeast side of the corridor, it extends to the Union Pacific Railroad drill track between 37th Avenue and State Route 77. Moving southward, the APE follows the right-of-way for the freeway exit ramp. It incorporates the first line of properties along Coliseum Way to just past 45th Avenue, where it then follows the east side of Coliseum

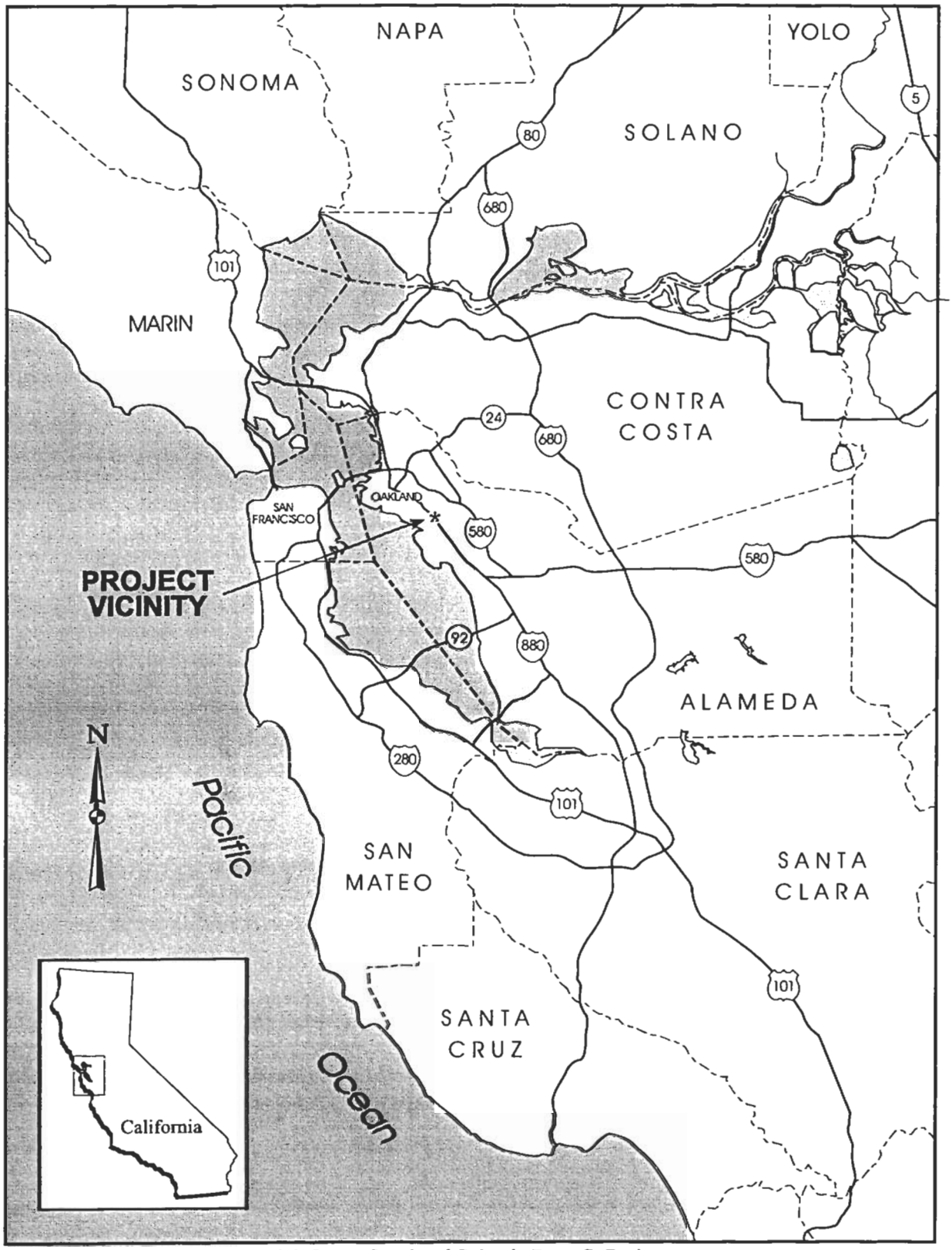


Figure 1. Project Vicinity. High Street Overhead Seismic Retrofit Project.

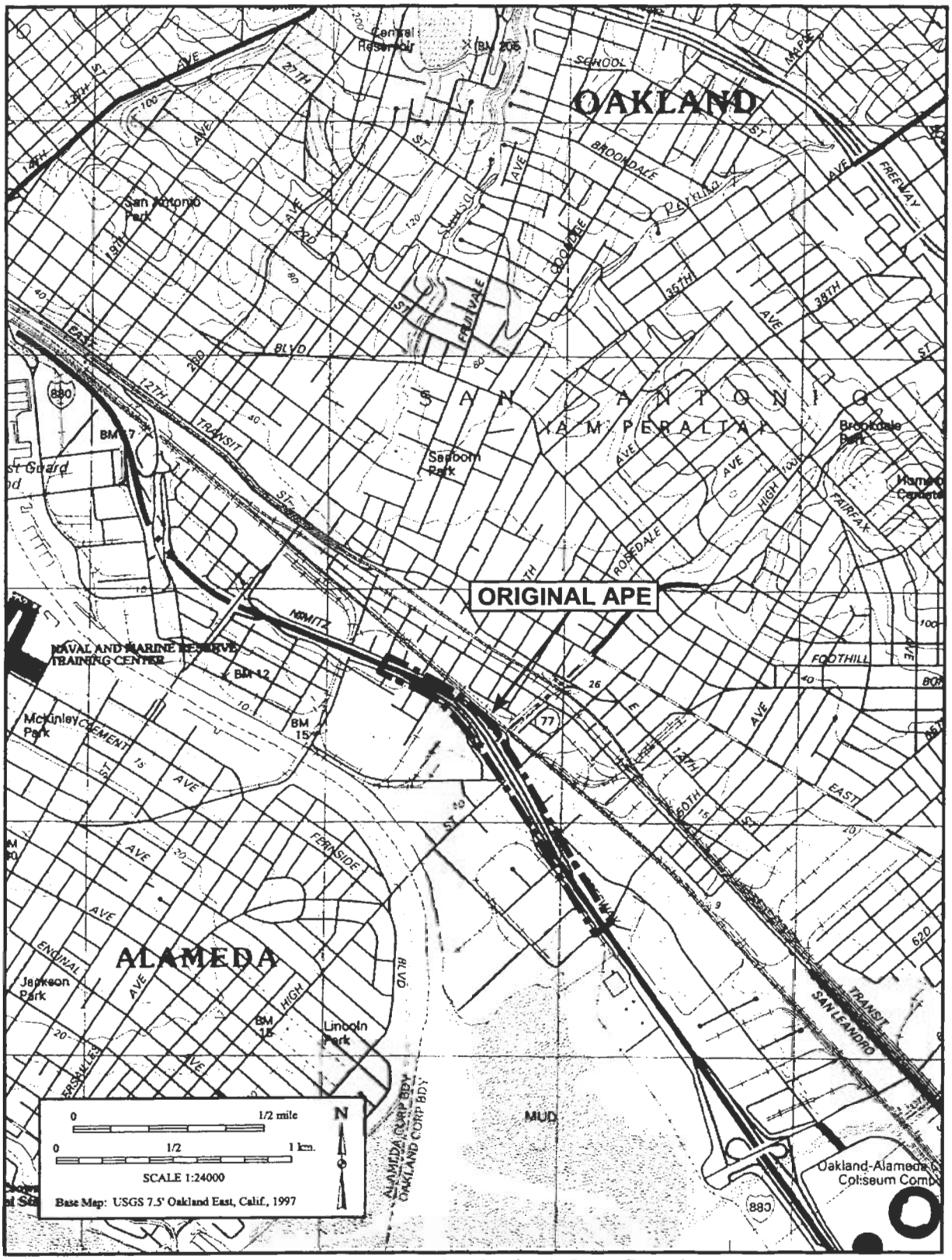


Figure 2. Project Location. High Street Overhead Seismic Retrofit Project.

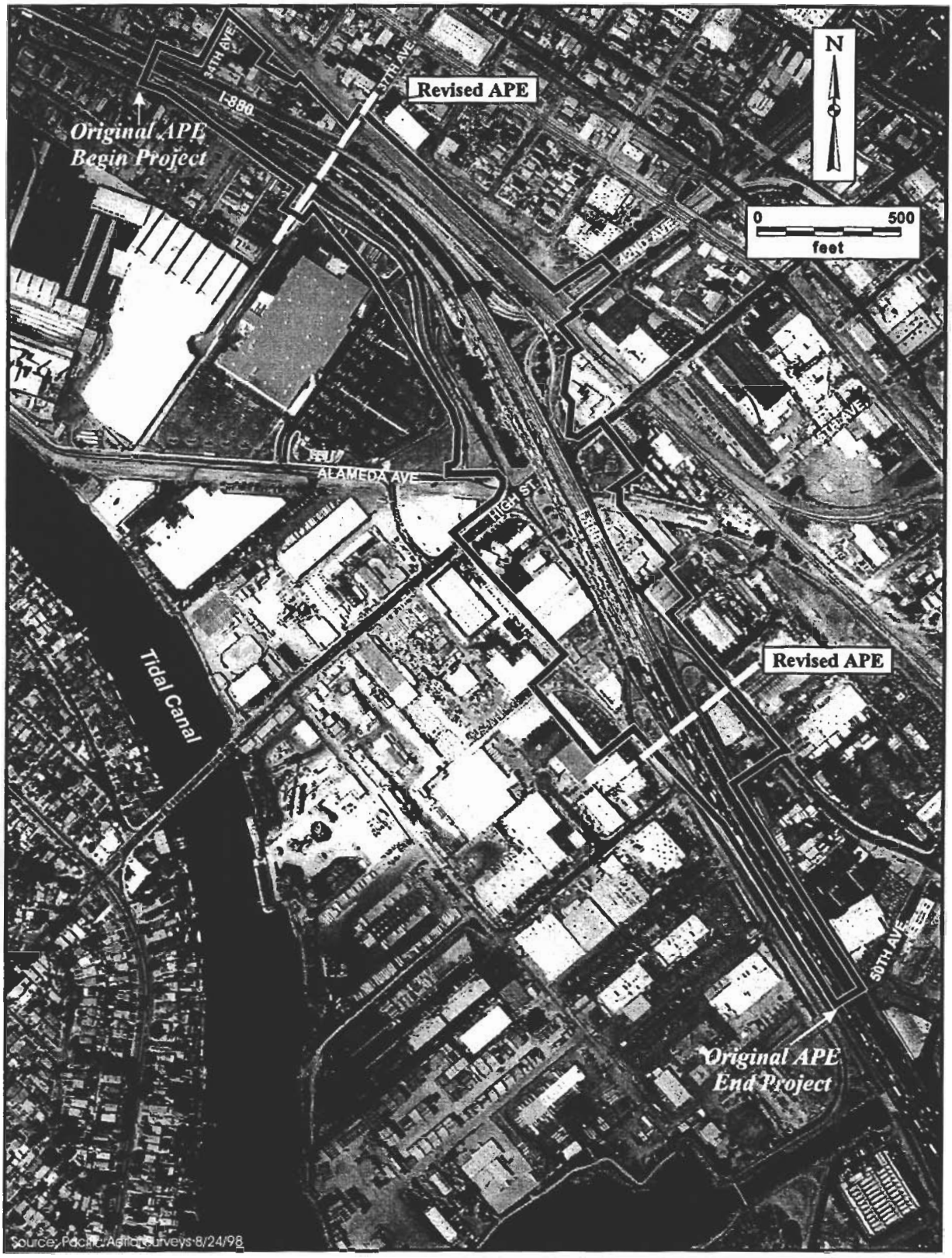


Figure 3. Aerial View Showing the Original APE and the Revised APE
(adapted from Heidecker 1999). High Street Overhead Seismic Retrofit Project.

Way to 50th Avenue. The original APE includes current residential areas between 34th and 37th avenues at the northwestern end of the project and areas with commercial premises between High, Jensen, and Oakport streets at the south limit of the project. It also includes an area with commercial buildings on the western side of High Street.

In November 1999, Caltrans supplied an updated project plan and revised APE. On this plan, the area subject to disturbance by the project was reduced, starting at 37th Avenue and ending just past 46th Avenue (Figure 3). All areas of archaeological potential within the revised APE have been identified. Recommendations in this report focus on properties that will be impacted by the updated project footprint.

Sources Consulted

A records search was conducted for Heidecker (1999) at the Northwest Information Center of the California Historical Resources Information System at Sonoma State University, Rohnert Park, California, on 17 October 1997. No known cultural resources were located within the APE or a 0.5 mile radius of it at that time.

For the supplemental ASR, Sanborn Fire Insurance Company maps of Oakland were studied for the years 1897, 1903, 1912, and 1925. Block Books for the township of Brooklyn and the city of Oakland for various dates from 1880 through 1923 were also studied, as well as early maps of Oakland including various U.S. Coast Survey maps from 1856, and geological maps of the study area. The historical maps were researched at the Bancroft Library and the Earth and Sciences Library of the University of California, Berkeley, and at the Oakland History Room, Oakland Public Library. Archaeological site records were researched by Heidecker and were not re-inspected for the supplemental report. The geological maps researched are available on-line through the USGS web site. Caltrans Right-of-Way Record maps for the I-880 Freeway were also consulted. Other sources are listed in the References section.

Background

Heidecker (1999) has comprehensively researched the background of the original APE and its surroundings and provided sections on the environment, ethnography, archaeology, and history. Continued research has uncovered a significant event in 1898 that occurred near the intersection of Clement Street and 45th Avenue. Several newspaper accounts tell the story of a Chinese man blowing up the Western Fuse and Explosive Company after taking refuge in the magazine building of the company (*Oakland Enquirer* 19 July 1898; *Oakland Tribune* 19 July 1898). The explosion destroyed all the buildings in the immediate vicinity and damaged buildings within a one-mile radius. Five police officers, a neighbor, and the Chinese man died in the explosion.

Field Methods

Existing Conditions

A field survey and photographic reconnaissance of the original APE was undertaken by Jack Mc Ilroy on 2 July 1999, with a field recheck on 6 August following preliminary historical research. The freeway route cuts through residential, commercial, and light-industrial areas. The freeway is at grade at 37th Avenue, where there is a six-meter wide grass shoulder within the fenced-off freeway zone. There is also a two-meter wide dirt strip between the freeway fence and the edge of Eighth Street. The freeway remains briefly at grade past 37th Avenue, then rises to form the High Street Overhead. It returns to grade about halfway between 45th and 46th Avenues, some 60 meters past 45th. The revised APE includes the block of High/46th/Oakport/Jensen. This area is built up with gas stations at High and Oakport streets, and High Street and Coliseum Way, and small industry/businesses elsewhere on the block.

Extended Phase I Survey Methods

Subsurface exploration trenches were excavated at the location of each proposed new bent to assess the potential for, and/or presence of, buried prehistoric archaeological resources. Thirty-one (31) subsurface exploration trenches were excavated between 6 August through 8 August 2001 using a tractor-mounted backhoe owned and operated by Northern California Excavating, Inc., of Hayward, California. The exact location and size of the trenches was determined in the field, depending on the existing conditions and constraints, and the ongoing results of trenching. The exact length and depth varied from one trench to the next, but most trenches were about 1.0 m (3.3 ft.) wide, 2.0 m (6.5 ft.) deep, and 3.0 m (10.ft.) long. Each trench was numbered in the order in which they were excavated (e.g., T-1, T-2, etc.). Project personnel were not allowed to enter any trench that was more than 1.5 m (5.0 ft.) in depth until the trench was secured with hydraulic-shoring devices in accordance with CALOSHA standards. All of the trenching and shoring was supervised by the project geoarchaeologist.

Archaeological materials were identified by examining and raking the deposits removed from the trenches, and by examining the trench walls whenever possible. The depth and general nature of the deposits were recorded in the field, with additional attention given to those trenches that contained buried soils and/or archaeological remains; one feature exposed in a trench was drawn and described in greater detail. Selected archaeological materials were collected in the field, placed in appropriately labeled plastic bags, and transported to the ASC laboratory for analysis and storage. About 186 cubic meters (m^3) of material was excavated from the trenches and checked for buried archaeological materials, an average of about 6.0 m^3 per trench.

Stratigraphic Identification and Soil Description

The natural and cultural stratigraphy was determined by carefully examining the deposits as they were removed and exposed in the sidewalls of subsurface exploration trenches. Stratigraphic units (strata) were identified on the basis of physical composition, superposition, relative soil development, and significant changes in texture, such as sequences of fining upward deposits. Major stratigraphic units are defined as three-dimensional bodies of sediment that can be traced horizontally over broad areas on the basis of vertical discontinuities (upper and/or lower boundaries), and which may or may not contain one or more pedologic (soil) horizon. Different strata are usually formed by changes in sediment source and/or depositional environment. Each major stratum was sequentially assigned a Roman numeral (I, II, III, etc.) beginning with the oldest or lowermost stratum identified in each trench. Selected strata across the study area were tentatively correlated on the basis of similar physical characteristics. However, these correlations are preliminary, however, and should be refined as more field information becomes available.

Master soil horizons are designated by upper-case letters (O, A, or C), and may be preceded by Arabic numerals (2, 3, etc.) indicating that the horizon is associated with different parent material (stratum); number 1 is understood but not shown. Deposits composed primarily of organic materials are designated as "O" horizons, while an "A" horizon indicates the presence of organically stained sediments; relatively unweathered sediments are identified as "C" horizons; and an "R" is used to identify bedrock. Subordinate soil horizons are designated by lower-case letters as follows: "p" is a zone of artificial fill or disturbance; "b" is a buried horizon at the location where it was described (not used with C horizons); "t" is a subsurface (illuvial) accumulation of silicate clay; "k" is a subsurface (illuvial) accumulation of calcium carbonates (CaCO3), "ox" is a horizon that contains a high percentage of oxidized minerals; and "u" is relatively unweathered parent material (C horizon). A combination of these numbers and letters indicate the order and characteristics of a particular stratum, or soil horizon. These designations are consistent with those outlined by Birkeland and others (1991), Schoeneberger and others (1998), and the Soil Survey Staff (1998). Buried soils or paleosols, representing formerly stable ground surfaces, were identified in the field on the basis of color, structure, horizon development, bioturbation, lateral continuity, and the nature of the upper boundary

(contact) with the overlying deposit (Birkeland et al. 1991; Retallack 1988). The strata and soils identified in each of the trenches are described in Appendix A.

Radiocarbon Dating and Soil Samples

Radiometric analysis was conducted to establish and refine the chronology of cultural and non-cultural soil layers from the study area. Radiocarbon (14C) is produced primarily by the interaction of cosmic radiation with nitrogen in the earth's atmosphere. After mixing with carbon dioxide (CO2), 14C is readily assimilated by plants and other living organisms. When plants and animals die, however, 14C levels start to decrease because new carbon is no longer absorbed. Since 14C is known to decay at a rate that approaches a half-life of 5,730 years, the amount of decay reflects the age of biogenic carbon as compared to modern levels of 14C activity (Geyh and Schleicher 1990). For historical reasons, the half-life of 14C as developed by radiocarbon pioneer Willard Libby, 5,568 years, is the one used by international convention.

Soils and sediments can be dated if they contain biogenic carbon in the form of organic matter, or humates (i.e., soil organic matter, or SOM). The differential decomposition, humification, and translocation of biogenic carbon in a given deposit determine the type and amount of SOM available for dating. The accuracy of soil dates depends on the researcher's ability to select samples that will minimize potential contaminants (Scharpenseel 1979) and to properly interpret the context of the sample (Matthews 1985). The 14C age of a soil or sediment reflects the apparent mean residence time (AMRT) of the total organic content of the analyzed material. Since soil formation is time-transgressive, AMRT dates are usually younger than the true age of the soil. Understood in this way, the 14C age of a soil does not mark a single time or event, but reflects the influence of multiple processes that affect the soil carbon system over time.

Two buried soil samples were collected and submitted to Beta Analytic, Inc. in Coral Gables, Florida, for radiocarbon dating analyses. Details regarding the methods and dating results are provided in Appendix B.

FINDINGS AND CONCLUSIONS

The results of the archaeological sensitivity study and test trenches are discussed in this section, in order to assess the likelihood that potentially important archaeological resources will be affected by the High Street Project. Prehistoric and historic archaeological sensitivity was researched for the revised APE prior to field work. Subsurface exploration testing was then conducted to address the presence or absence of prehistoric resources. An interpretive discussion of these results follows the prehistoric and historic archaeological sensitivity assessments.

Archaeological Sensitivity of the Revised APE

Prehistoric Resources

Geological maps of the project area and U.S. Coast Survey, early Sanborn Fire Insurance Company, and other historical maps were reviewed. The following observations were made.

1. The majority of the project area consists of Holocene-age deposits of terrestrial origin (Figure 4).

2. The historical course of Sausal Creek lay close to Fruitvale Avenue, a few blocks west of the project corridor (Figures 5 and 6).

3. Based on historical maps, it appears that the project corridor intersects the historical course of Peralta Creek near 46th Avenue ("B" Street) (Figure 6).

4. Heidecker's "Subsection A" (Heidecker 1999: Appendix 1, Figure 1; see Figure 7) was a tidal flat in 1878 but is now covered with about 1.5-meter of artificial fill. The estuarine sediments appear to underlie terrestrial deposits at a depth of about 3-meters. Based on the rate of sea-level rise and ground subsidence in the area, it is likely that this part of the corridor did not become a tidal marsh until the last two or three thousand years. This is in contrast to Heidecker's (1999:19) assumption that sea level had already reached this level 6,000 years ago. While there is a moderate potential for prehistoric sites to occur at a depth of 3-meters or more in this area, there is no easy way to test for these sites given the depth and high water table.

5. "Subsection B" (Figure 7) is a Holocene-age alluvial fan deposit rather than "transitional marsh land" (Heidecker 1999:19). A segment of historical Peralta Creek is located in this section near 46th Avenue, making it an excellent location for a prehistoric site (high potential).

6. "Subsection C" (Figure 7) consists of Holocene-age alluvial fan deposits between 37th and 40th avenues, and Holocene-age floodplain deposits from 37th Avenue westward. The section did not act as a shoreline for San Antonio Estuary (Heidecker 1999:20), but was a floodplain for the formerly active channel of Sausal Creek. The segment between 37th and 40th avenues is estimated to have a moderate potential for prehistoric sites, while the segment west of 37th Avenue is estimated to have a high potential.

7. While this assessment is based on limited information from the project area, it is consistent with the criteria used to estimate the potential for buried prehistoric sites in other nearby seismic-retrofit-project areas in Oakland, such as Mandela Parkway (Mc Ilroy, Meyer, Solari et al. 1999) and Fifth Street Overhead (Mc Ilroy, Meyer, Waghorn et al. 1999).

8. Heidecker (1999:6) mentions that construction activity and historical maps indicated the possible existence of an unrecorded shell mound within 1 mile of the original APE. This shell mound is shown on a ca. 1869 map of Oakland and Brooklyn (Figure 5); this map places the mound approximately where an

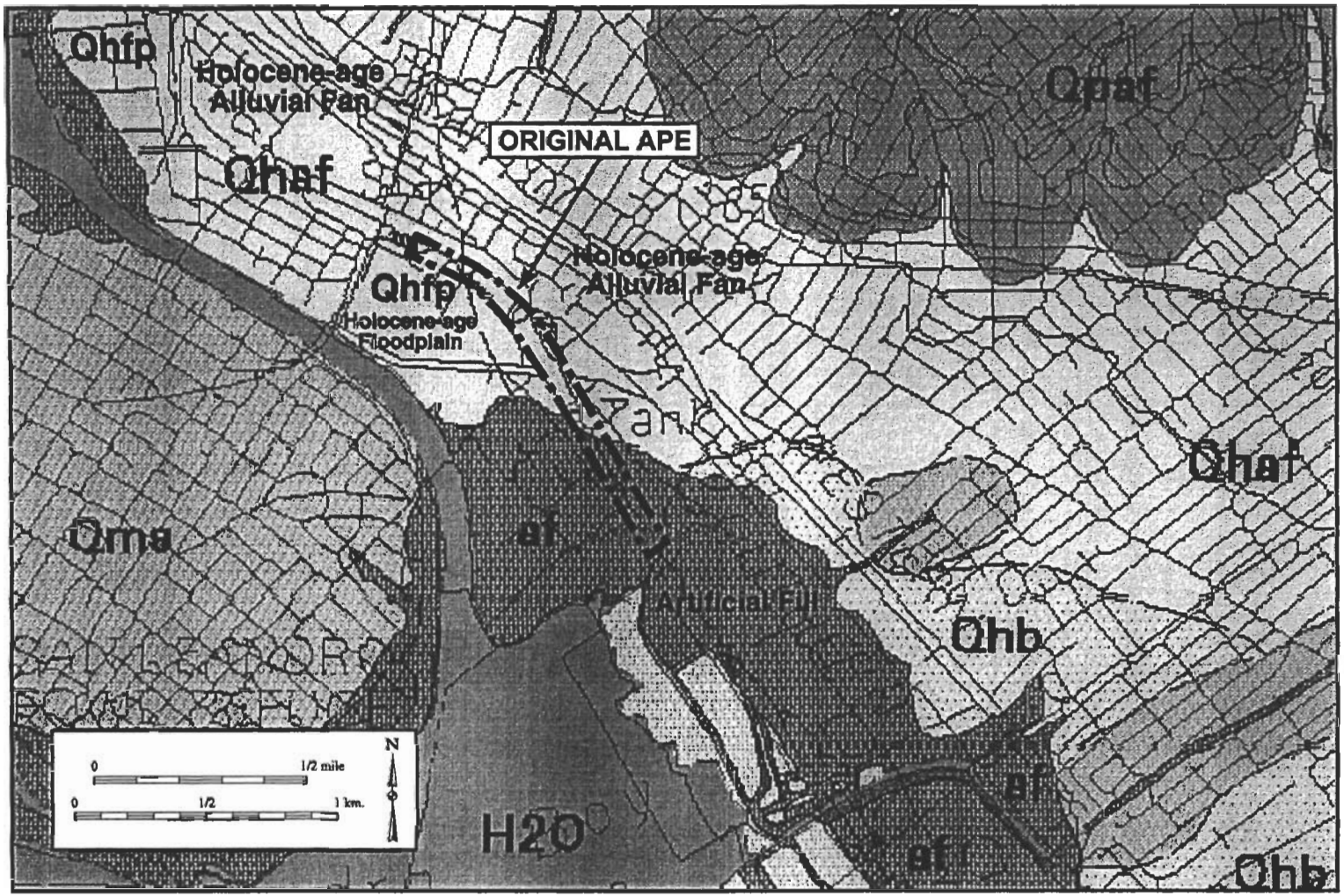


Figure 4. Geologic Deposits and Original APE (adapted from Helley and Graymer 1997). High Street Overhead Seismic Retrofit Project

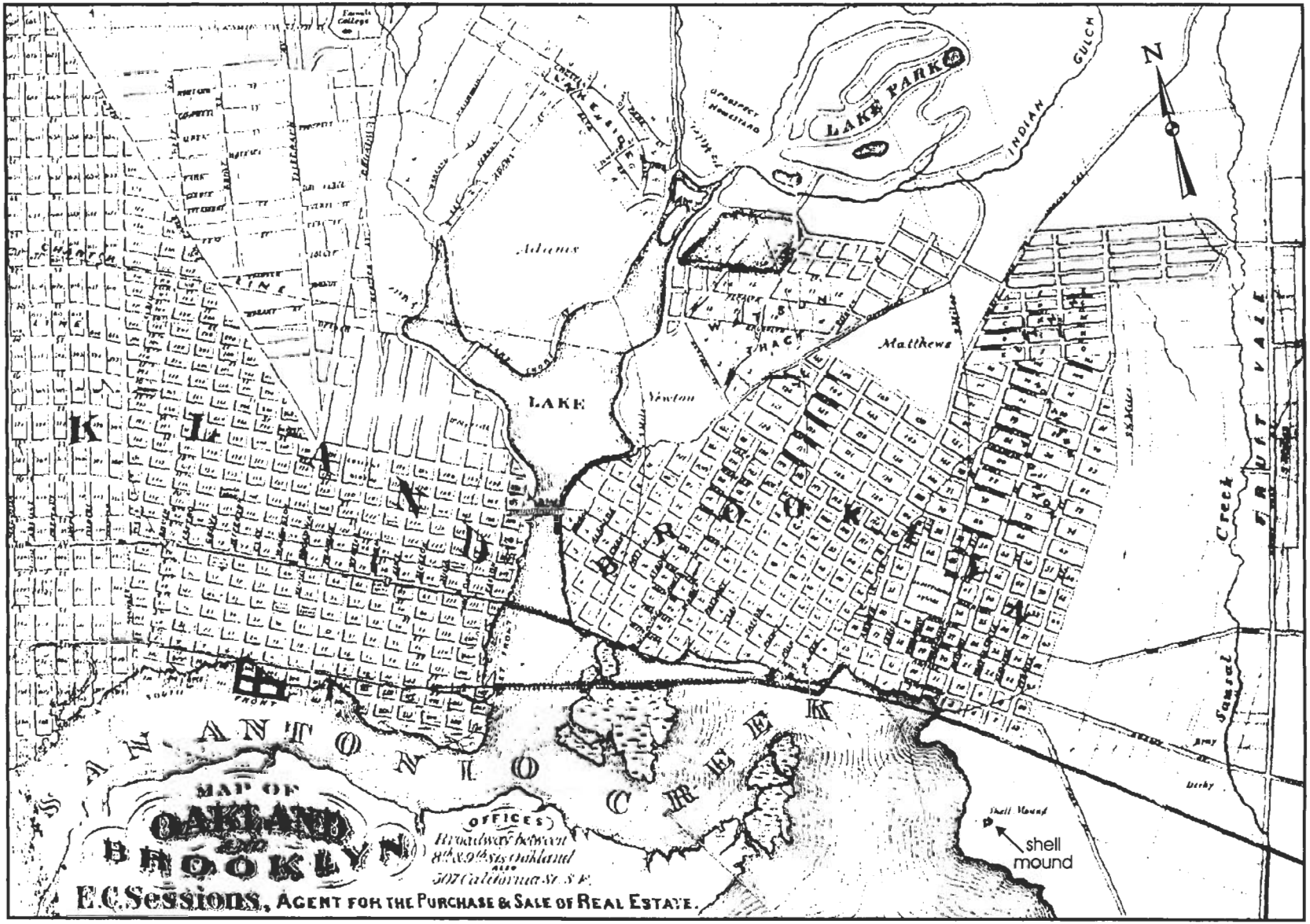


Figure 5. G. T. Brown & Co. Lithograph (ca. 1869); note "Shell Mound" about 1 mile northwest of project area. High Street Overhead Seismic Retrofit Project.

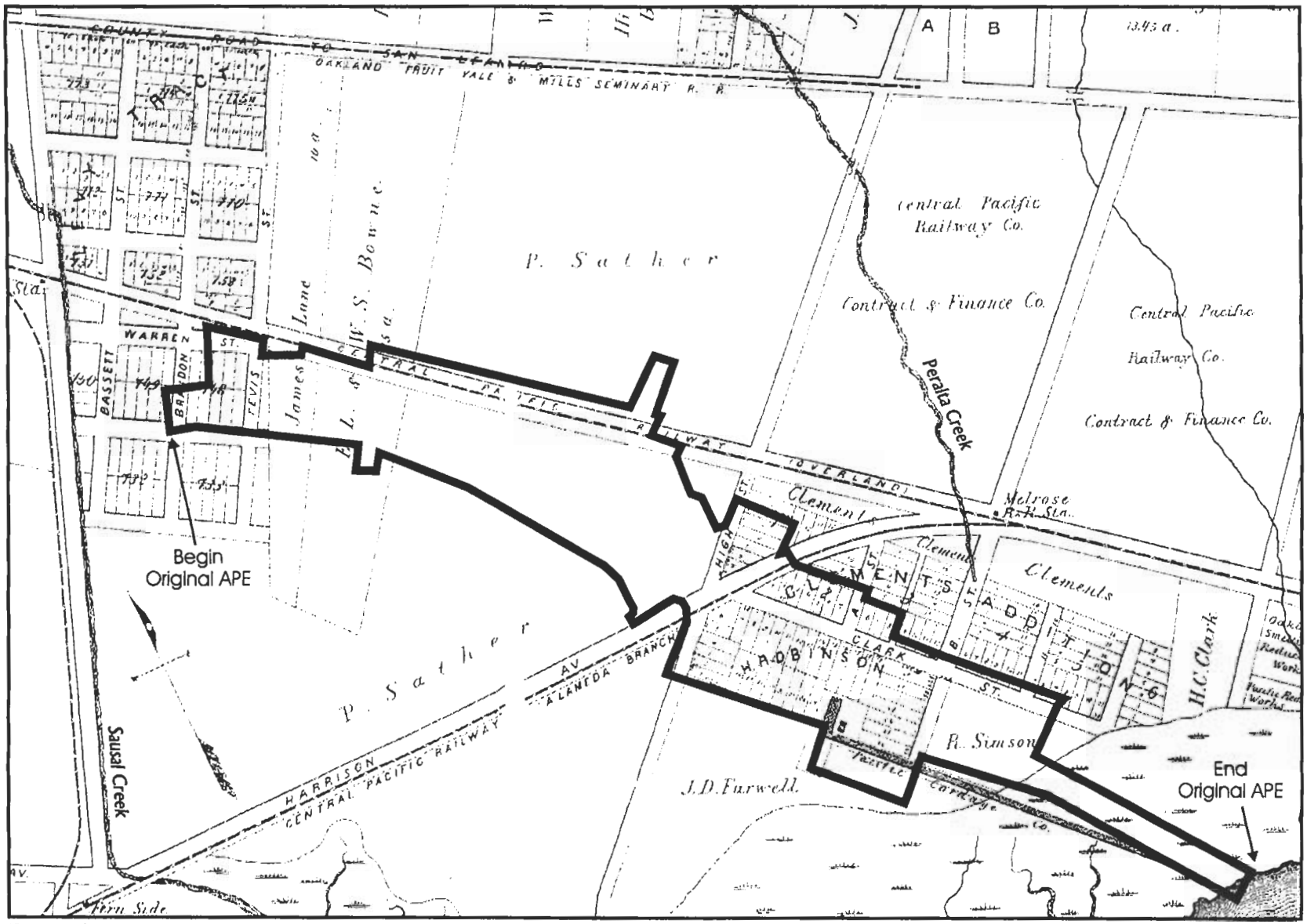


Figure 6. Thompson & West Map (1878); creek names and APE added. High Street Overhead Seismic Retrofit Project.

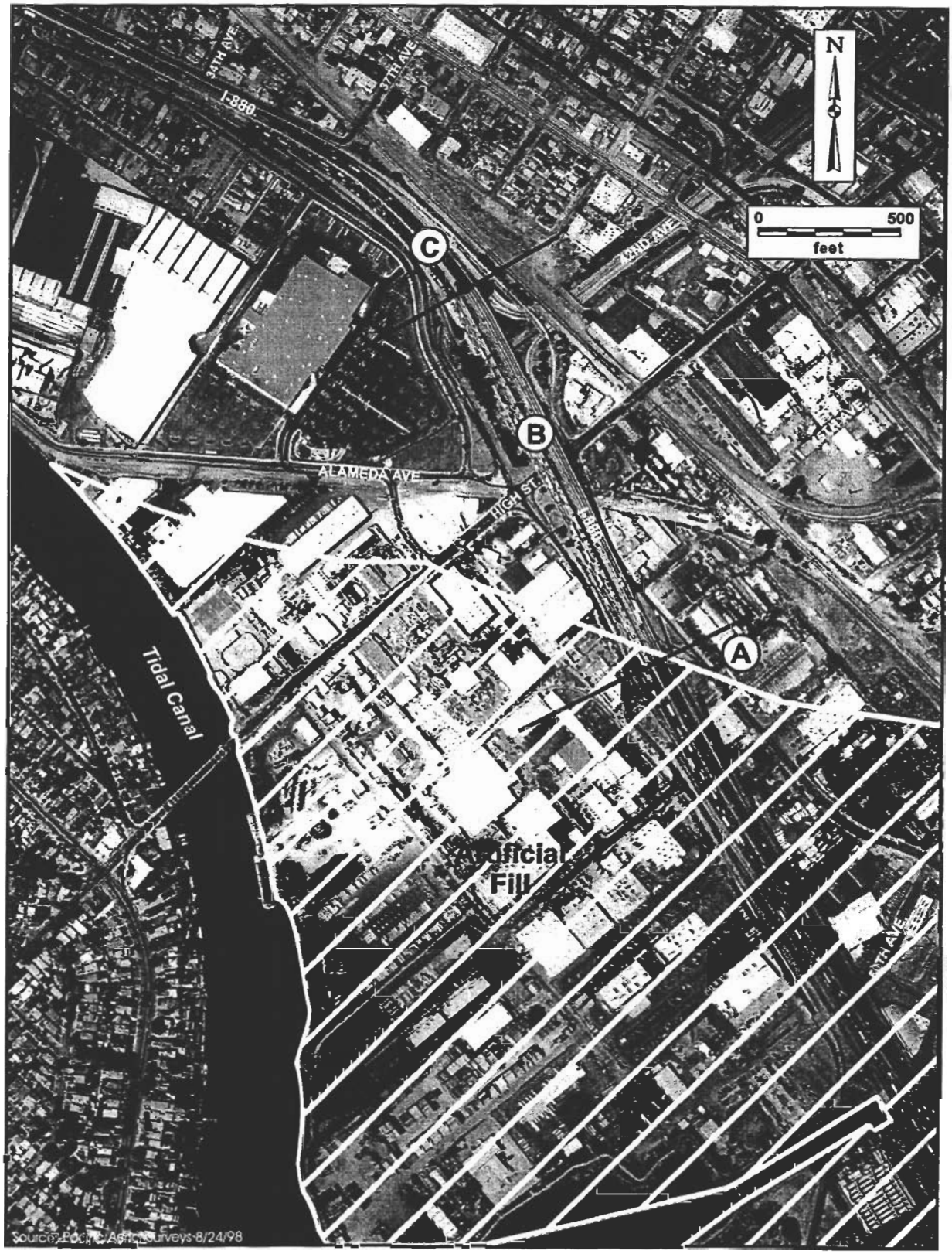
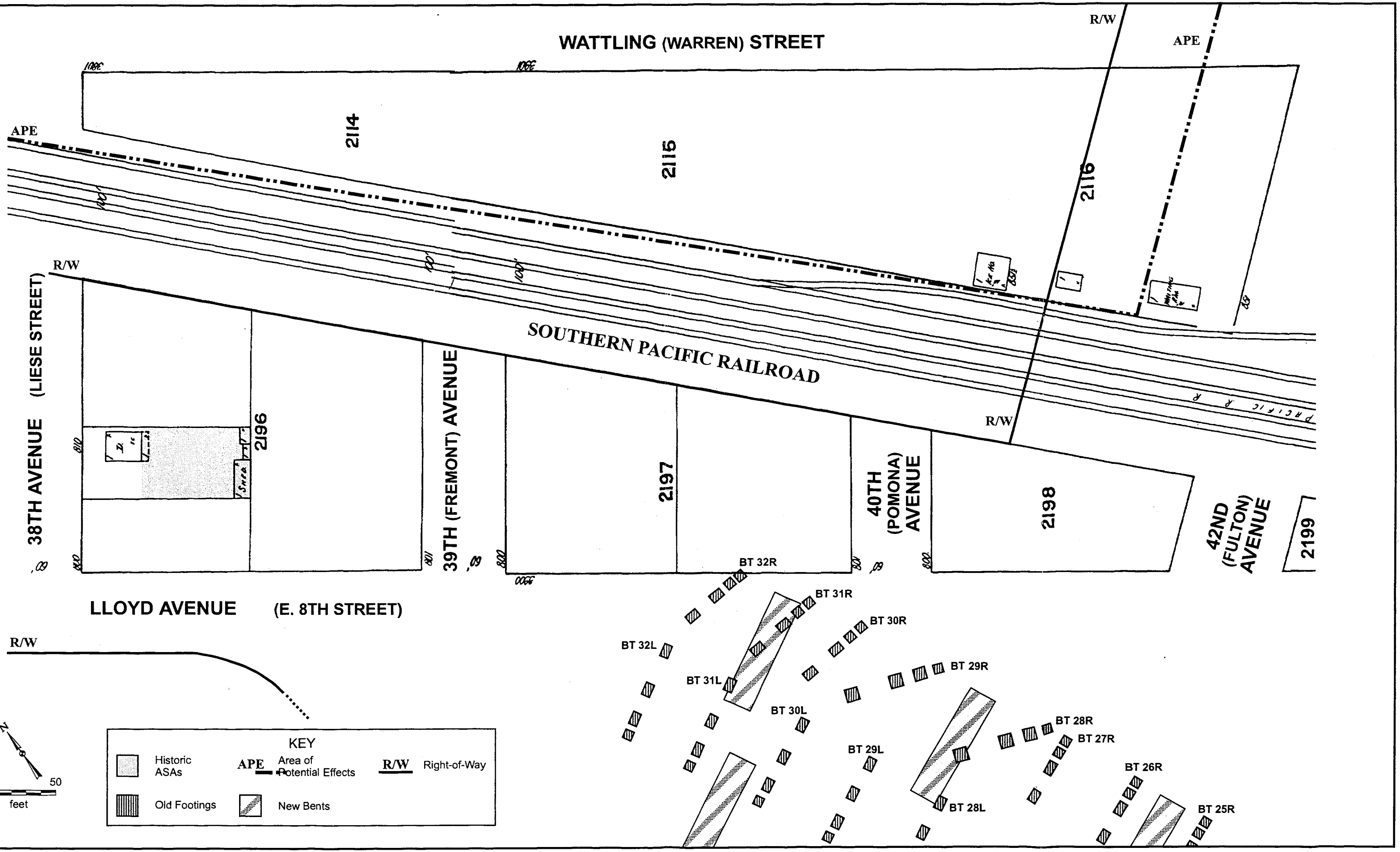


Figure 7. Aerial View Showing Artificial Landfill and Subsections Referred to in Heidecker (adapted from Heidecker 1999). High Street Overhead Seismic Retrofit Project.



igure 8. Historic Archaeologically Sensitive Areas (ASAs) on 1912 Sanborn Map; (no Sanborn exposure below Lloyd Avenue). High Street Overhead Seismic Retrofit Project.

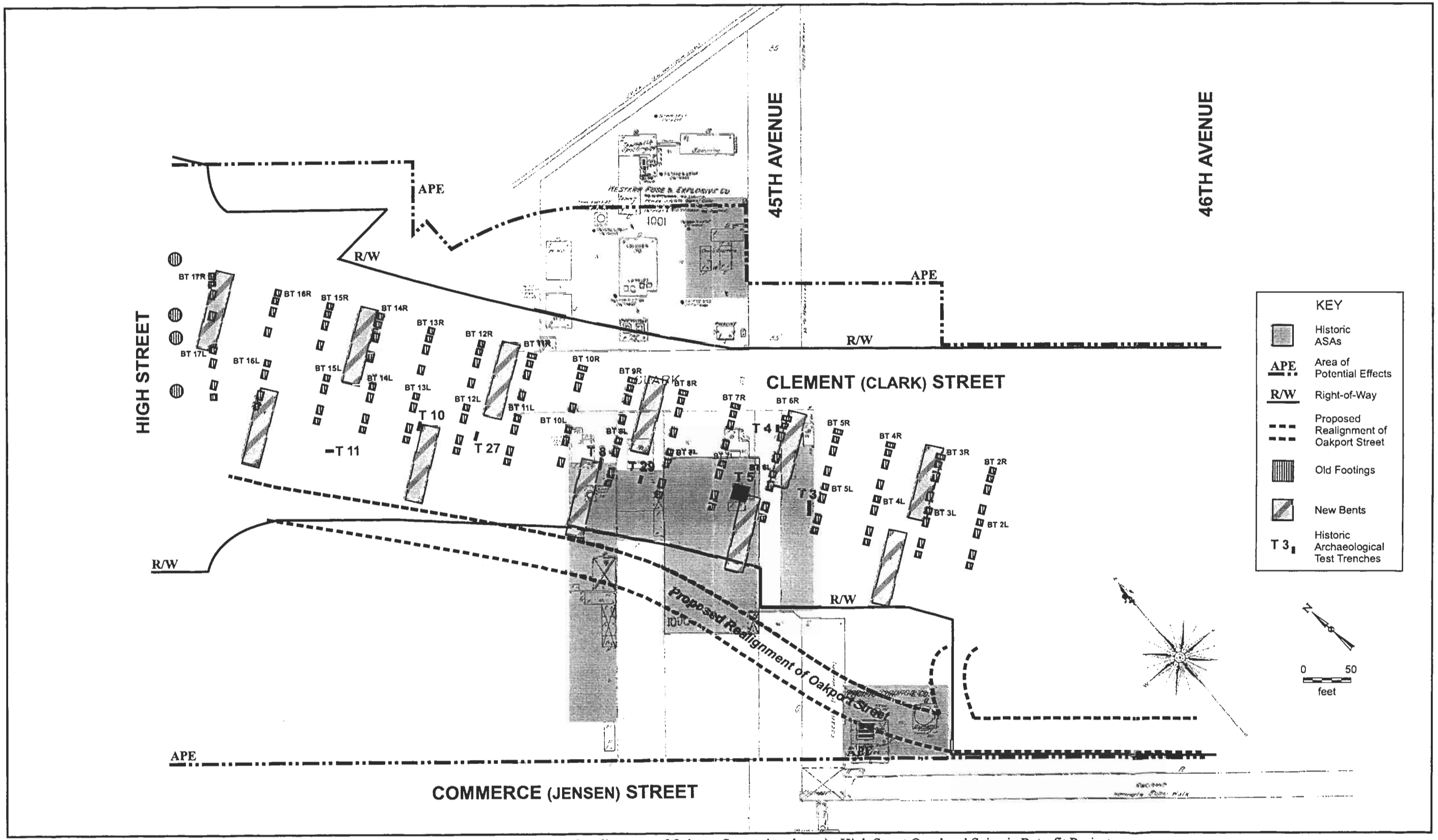


Figure 9. Historic Archaeologically Sensitive Areas (ASAs) on 1897 Sanborn Map; (proposed realignment of Oakport Street also shown). High Street Overhead Seismic Retrofit Project.

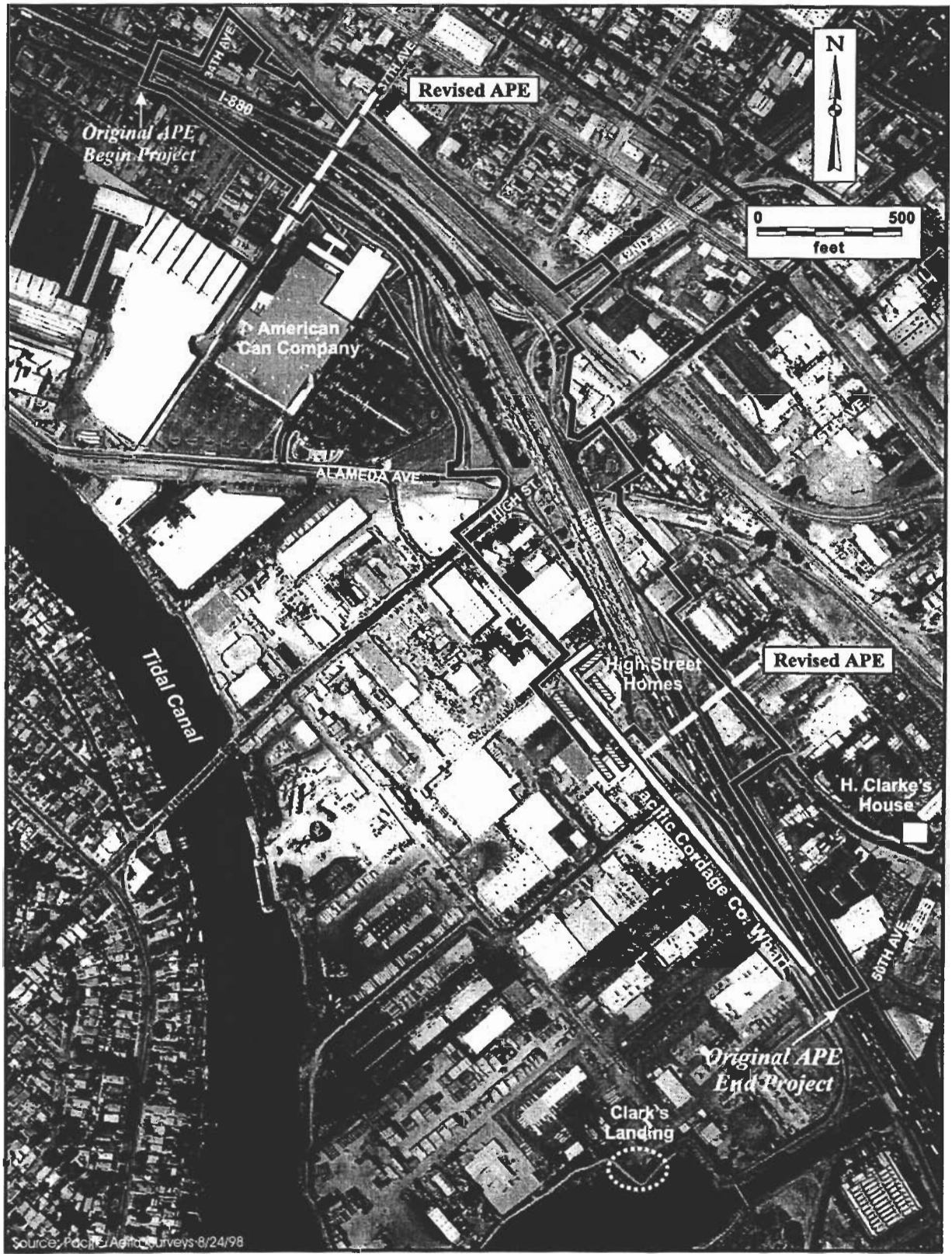


Figure 10. Aerial View Showing the Original APE, Revised APE, and Sites Referred to in Heidecker (adapted from Heidecker 1999). High Street Overhead Seismic Retrofit Project.

In 1880 the San Francisco Saving Union owned several lots on the block, including Lot 12 or 4411 Clement Street (Block Book 1880). In 1889 the lot was purchased by the Puget Sound Lumber Company and in 1893 it was purchased by Norman J. Pryde (Block Books v.d.). Norman Pryde paid for improvements on the property. By 1909 the property had been purchased by Antone Esperance (Block Book 1909). A Frenchman who had immigrated in 1886, Mr. Esperance operated a laundry and continued living on the property until 1917 (U.S. Census 1910). He was then listed as owner until 1923, although it appears he was renting out the house by at least 1920. The U.S. Census listed Jessie Silva and his family as renters at 4411 Clement Street during that year. The Silvas were from Portugal and had four children. Jessie worked as a blacksmith for an engine company (U.S. Census 1920).

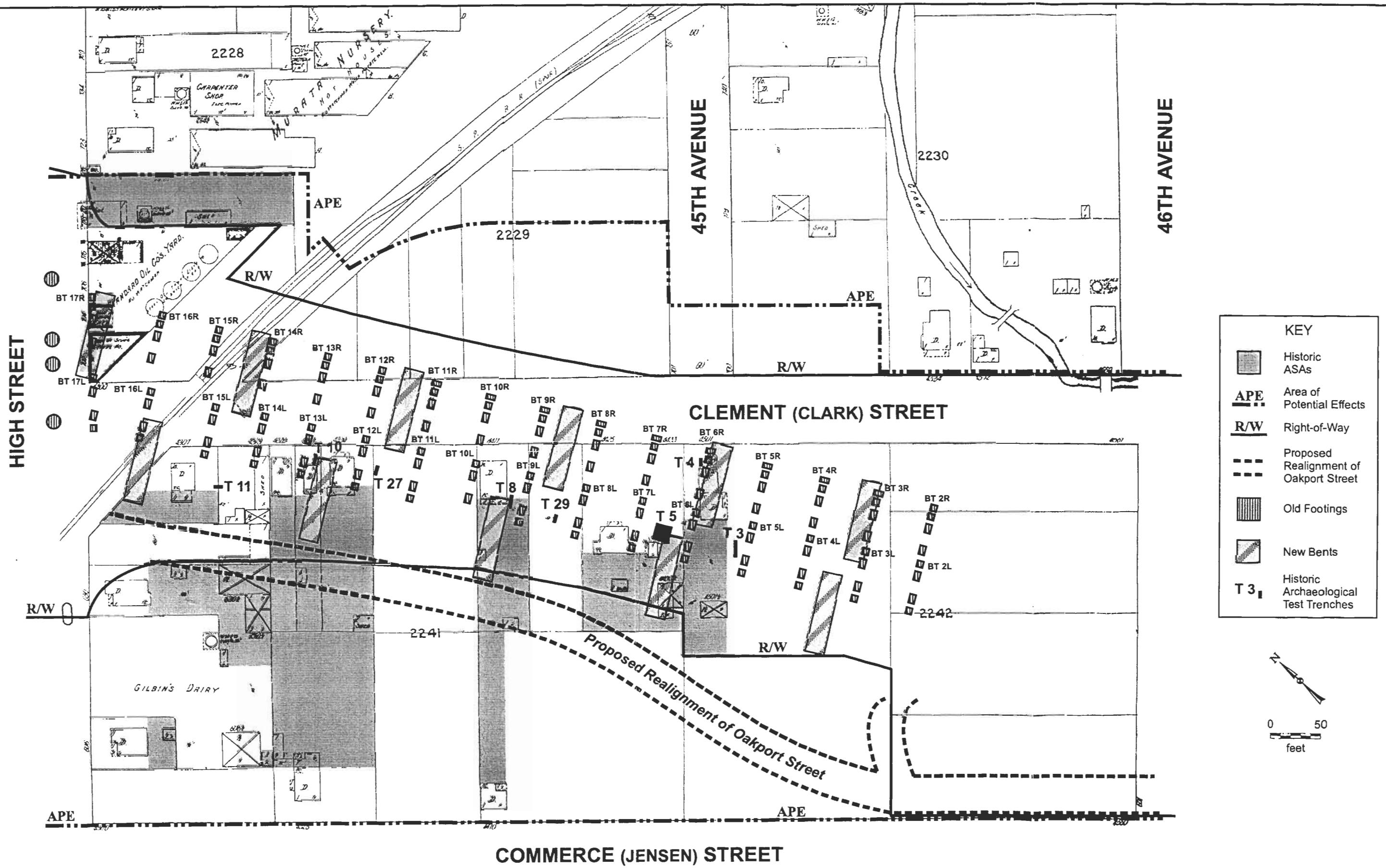
The 1880 Block Book for the township of Brooklyn listed Daniel Connor as the owner of Lot 8 (4327 Clement Street). The 1880 U.S. Census listed a widowed Margaret Connor in the area (no specific address is given). Margaret Connor, who immigrated from Ireland in 1857, ran a boarding house on the property. It is not clear whether she and her son John lived in the house shown on the 1912 Sanborn Fire Insurance Company map, although they did make improvements on it every year. In 1912 the property passed down to John, who sold the lot to George Gilbin by 1917 (Block Books v.d.).

Several people owned Lot 9 (4331 Clement Street) until Antonio J. de Silveira purchased the lot in 1893 (Block Book). It is not yet clear whether he lived in the house on which he was making improvements. In 1910 Katheryn and Clarence Moore purchased the lot and became residents (Block Book 1910). Clarence Moore was First Officer on a ship (U.S. Census 1910). By 1920 a Japanese family was living in the house at 4331 Clement. Iasugiro Isokawa, his wife Yochio, and their son Ihoro were listed as renters on the 1920 U.S. Census. In 1921 the property was owned by L & E Betschart (Block Book). They also owned several other lots on the block at this time (Block Books v.d.).

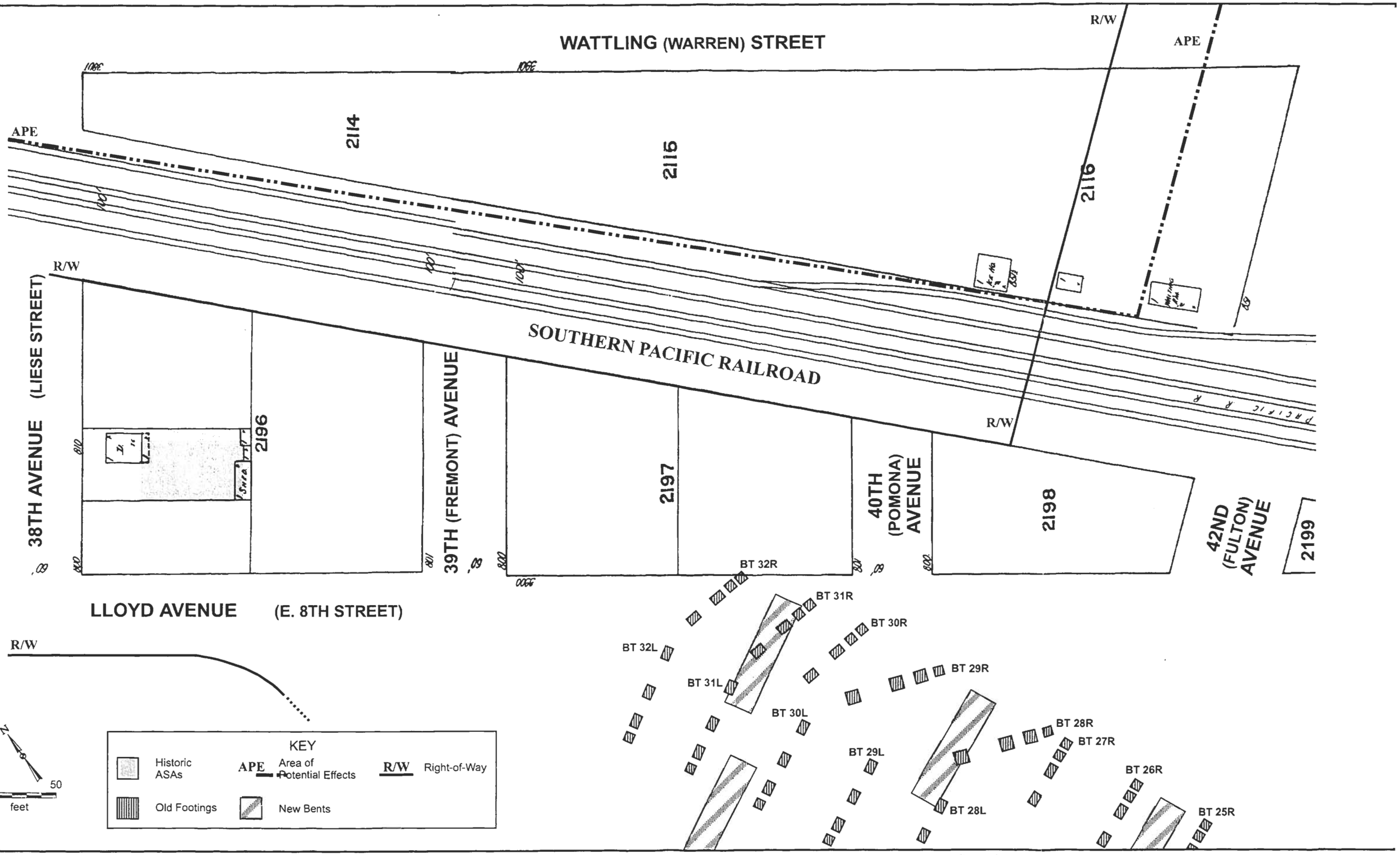
Heidecker (1999: Appendix 1: Figure 3) shows the High Street Homes (Figure 10) as a potential historic archaeological location. They were built by 1944 (Heidecker 1999:16). However, research during the Cypress Project has determined that sewer and water hookups in Oakland were largely completed by 1912 (Praetzellis 1994:248). Thus, the availability of municipal refuse services minimizes the probability of privies and wells being found on properties built around or after that date. As a result, this assessment finds that no potentially important archaeological features are expected to be associated with the High Street Homes.

High/Clement/46th Avenue/Union Pacific Railroad
Sanborn Block Numbers 2229, 2230

Prior to 1898 the corner of Clark Street (Clement) and A Street (45th Avenue) was the location of the Western Fuse and Explosive Company (Sanborn 1897; Figure 9). In 1898 the explosion of the magazine building destroyed all company structures, as well as several houses in the immediate vicinity. Newspaper accounts detail the horrific story of a Chinese man's refuge in the building and his supposed suicidal response to capture by local authorities (*Oakland Enquirer* 19 July 1898 1:1-7, 6:1-7, 8:1-2; *Oakland Tribune* 18 July 1898 1-5). The Chinese man, five police officers, and a female neighbor died in the explosion. "C," "D," "A," and "B" Clark Street (Sanborn 1897) were all destroyed by the blast. The entire neighborhood was rebuilt, although the Western Fuse and Explosive Company did not rebuild, possibly due to public demands. The Chinese Quarters of the Fuse Company could potentially answer significant research questions. This area is considered sensitive for archaeological resources. However it is likely that the immediate area around the magazine building was impacted so heavily by the 1898 explosion that even underground resources, such as privies, were destroyed. Furthermore, these resources will not be directly impacted by the High Street Project.



igure 11. Historic Archaeologically Sensitive Areas (ASAs) on 1912 Sanborn Map; (proposed realignment of Oakport Street also shown). High Street Overhead Seismic Retrofit Project.



igure 8. Historic Archaeologically Sensitive Areas (ASAs) on 1912 Sanborn Map; (no Sanborn exposure below Lloyd Avenue). High Street Overhead Seismic Retrofit Project.

Presently, there is a gas station at the intersection of Coliseum Way and High Street. Several buildings are shown on the 1912 Sanborn Fire Insurance Company map at this location. Any archaeological remains are under the gas station. Excavation to install the underground gas tanks is likely to have destroyed archaeological features, although much would depend on the placement of the tanks. Even if features did survive, the soils would have to be tested for the presence of hydrocarbon contamination prior to any archaeological work.

Results of Subsurface Test Trenches

A subsurface investigation was conducted for the purposes of (1) identifying the presence or absence of buried archaeological deposits at specific locations; (2) assessing the potential for buried archaeological deposits associated with different geological strata; and (3) determining the general ages, nature, and extent of natural and artificial strata. As an initial step, the project geoarchaeologist reviewed maps and documents that are relevant for understanding the soil, geology, and geomorphology of the study area. The background information revealed that natural and/or artificial deposits could have buried archaeological deposits throughout much of the project corridor.

Exploration trenches were excavated at 31 locations to expose the subsurface deposits beneath the High Street Overpass (Figure 12). The archaeological potential of each trench is summarized in Table 1. The subsurface deposits were examined, described, and in some cases, photographed in the field, and samples were collected for radiocarbon dating analysis. As a result, five major deposits were identified within the study area, as described below.

Late Pleistocene Alluvium (Stratum I)

Alluvial deposits dating to the Late Pleistocene were identified at a depth of about 4.1 m (13.4 ft.) in Trench 18, which was the deepest trench excavated as part of this study (Figure 12). The deposit consisted of yellowish brown clay loam that contained a few small rounded gravels. A well-developed to very well-developed soil profile is imprinted in the upper portion of the deposit, as indicated by the presence of a Bt-horizon of accumulated clay, many abandoned root holes, and a strong angular–blocky ped structure. Many of the root holes were blue gray in color, indicating they have been "gleyed" under low-oxygen or anaerobic conditions, probably resulting from subsequent high ground water levels. The deposit appeared to lack a distinct, dark A-horizon of accumulated organic material, which suggests that part of all of the A-horizon may have been removed by erosion.

A sample of the buried soil was collected from a depth of 4.1 to 4.2 m below surface in Trench 18 (Figure 13), and submitted to Beta Analytic, Inc. for radiocarbon dating analysis. The sample produced a date of 25710 ± 170 B.P. (Beta-160501), indicating that the buried soil is Late Pleistocene in age (Table 2). The presence and age of this buried soil demonstrates that Stratum I was deposited more than 26,000 years ago, and that deposition was followed by a prolonged period of landform stability. As such, it appears highly unlikely that any archaeological materials are associated with Stratum I given the apparent age and eroded nature of the deposit. No historic or prehistoric archaeological materials were found to be associated with Stratum II.

Early Holocene Alluvium (Stratum II)

Alluvial deposits dating to the Early Holocene were identified at a depth of about 2.65 m (8.7 ft.) in Trench 10 in the area south of High Street (Figure 13). The deposit consisted of olive clay loam that contained many small to large subangular to subrounded gravels. A well-developed soil profile is imprinted in the upper portion of the deposit, as indicated by the presence of a Bt-horizon of accumulated clay, many abandoned root holes, and a moderate subangular to angular–blocky ped structure. The deposit appeared to lack a

Table 1.
Test Trenches with Archaeological Potential – High Street Project

Trench #	Prehistoric Resources	Historic Resources
1	No	No
2	No	No
3	No	Yes
4	No	Yes
5	No	Yes
6	No	No
7	No	No
8	No	Yes
9	No	No
10	No	Yes
11	No	Yes
12	No	No
13	No	No
14	No	Yes
15	No	No
16	No	No
17	No	No
18	No	No
19	No	No
20	No	No
21	No	No
22	No	No
23	No	No
24	No	No
25	No	No
26	No	No
27	No	Yes
28	No	No
29	No	Yes
30	No	No
31	No	No

Table 2.

Radio Carbon Dates from Selected Locations - High Street Project

Sample Location, Strata	*Min. cm*	*Max. cm*	*14C B.P.*	±	12C/13C	*Cal B.P.*	*AD/BC*	*Lab. No.*
Trench 10, Stratum II	275	290	7290	60	-25.8	8090	BC 6140	Beta-160500
Trench 18, Stratum I	410	420	25710	170	-24.6	NA*	BC 23750	Beta-160501

* Age of sample exceeds current calibration data sets

PROJECT NUMBER 821349

DRAWN BY	CHECKED BY	APPROVED BY
DPB		
1/31/01		

T 17 = archaeological test trench

LEGEND

PROPOSED BORING LOCATION AND DESIGNATION

Notes:
1. Base map provided by Caltrans.
2. All locations and dimensions are approximate.

SCALE
0 40 80

Caltrans – Route 880
High Street Overcrossing
Oakland, California

IT CORPORATION
A Member of
The IT Group

Map adapted from IT Corporation, 2001. On file at California Department of Transportation, District 04, Oakland.

80SOLWKP_FIG2.DWG; XREF 80SOL_BASE.DWG

Figure 12. Archaeological Test Trenches. High Street Overhead Seismic Retrofit Project.

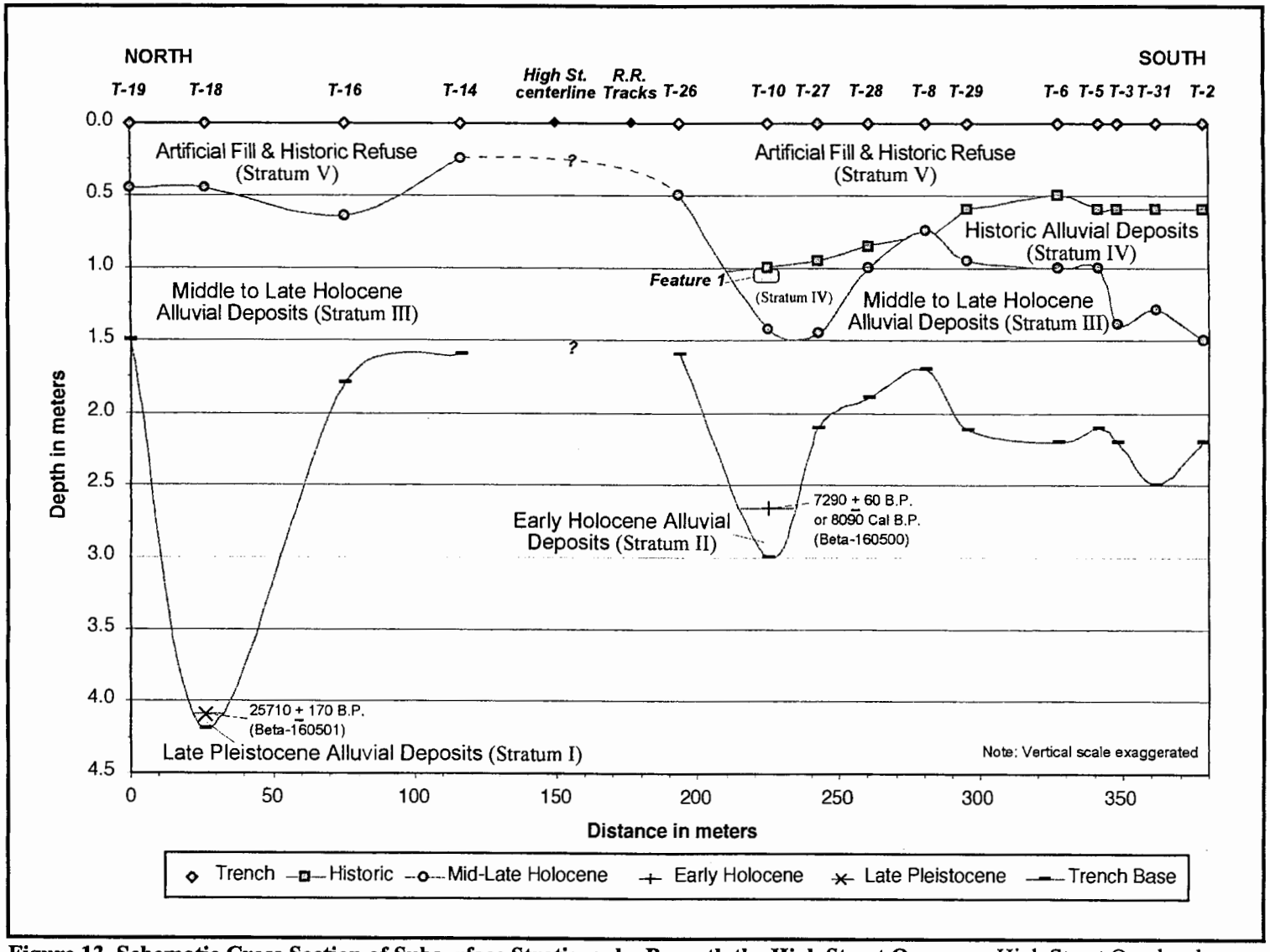


Figure 13. Schematic Cross Section of Subsurface Stratigraphy Beneath the High Street Overpass. High Street Overhead Seismic Retrofit Project

distinct, dark A-horizon of accumulated organic material, which suggests that part of all of the A-horizon may have been removed by erosion.

A sample of the buried soil was collected from a depth of 2.75 to 2.9 m below surface in Trench 10 and submitted to Beta Analytic, Inc. for radiocarbon dating analysis. The sample produced a date of 7290 ± 60 B.P. or 8090 cal B.P. (Beta-160500), indicating that the buried soil is Early Holocene-age (Table 2). The presence and age of this buried soil demonstrates that Stratum II was deposited more than 8,100 years ago, and that deposition was followed by a prolonged period of landform stability. Given the apparent age and eroded nature of the deposit it appears unlikely that any archaeological materials could be associated with Stratum II. No historic or prehistoric archaeological materials were found to be associated with Stratum II.

Middle to Late Holocene Alluvium (Stratum III)

Alluvial deposits dating from the Middle to Late Holocene were identified at depths ranging from about 0.25 to 1.5 (0.8 to 5 ft.) in all of the excavated trenches (Figure 13). The deposit consisted of black to olive clay that contained few very small to small subangular to subrounded gravels. A well-developed soil profile is imprinted in the upper portion of the deposit, as indicated by the presence of common inactive roots, a dark organic-rich A-horizon, a Btk-horizon of accumulated clay and soft CaCo3 nodules, and a strong prismatic angular–blocky ped structure. The surface of this deposit undulates across the study area (Figure 13), particularly in areas where it is overlain by historic-age alluvium (Stratum IV). Thus, it appears that portions of Stratum III may have been eroded by channel incision and/or stream migration in the southern part of the study area.

Although not directly dated, the stratigraphic position of the deposit indicates that it post-dates the radiocarbon date of 8090 cal B.P. obtained from the underlying stratum. Given what is currently known about the depositional history of the East Bay (Borchardt 1992 and 1999), it appears that Stratum III was deposited during the Middle Holocene, and that deposition was followed by a period of landform stability that continued until historic times. Some historic archaeological materials were found to be associated with the upper portion of Stratum III; however, no prehistoric archaeological materials were associated with the stratum. There is some potential that buried prehistoric archaeological materials may be found in this stratum in locations other than those that were tested and will be impacted by this project.

Historic Alluvium (Stratum IV)

Naturally deposited alluvium dating to the Historic Period was identified at depths ranging from about 0.5 to 1.0 (1.6 to 3 ft.) in several of the trenches excavated in the southern part of the study area (Figure 13). The deposit consisted of brown to pale brown loam to sandy loam that contained moderately sorted and bedded sand and gravel layers. A very weakly developed soil profile is imprinted in the upper portion of the deposit, as indicated by the presence of a few inactive roots, some organic darkening of the A-horizon, and a granular to massive structure. The surface of this deposit undulates across the southern part of the study area, where it is overlain by artificial fill and historic refuse deposits (Stratum V).

Some historic archaeological materials were found to be associated with the upper portion of Stratum IV, including some relatively intact segments of floors and/or foundations, and one feature (Feature 1 in Trench 10, Figure 14). The feature was not completely exposed and an NRHP-eligibility determination could not be made in the field.

A few redeposited historic archaeological materials (water-worn brick and domestic mammal bone fragments) were also found to be associated with the lower portions of Stratum IV (sand and gravel layers). Historic artifacts from the upper portion of the deposit range in age from 1856 to 1930, with all but three items dating between 1869 and 1898. Thus, the redeposited materials from the lower part of the deposit

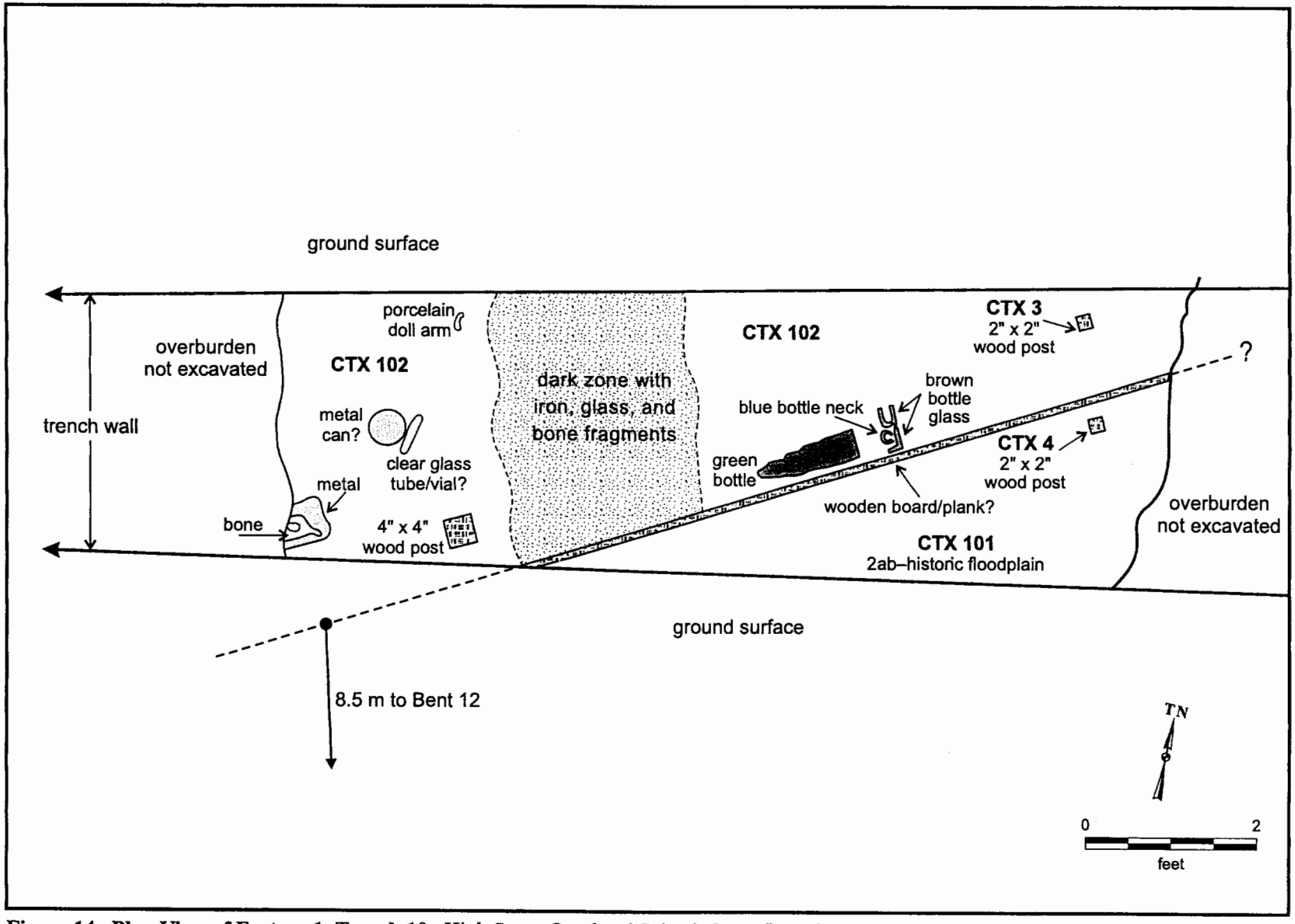


Figure 14. Plan View of Feature 1, Trench 10. High Street Overhead Seismic Retrofit Project.

probably pre-date the late 1860s. Although no intact prehistoric archaeological materials were found to be associated with the stratum, an isolated ground stone mortar (Cat. No. 10.1-001) was found within historic Feature 1 in Trench 10.

The presence and age of historic artifacts associated with Stratum IV suggest that it was deposited sometime prior to the late 1860s, and that deposition was followed by relative landform stability and human occupation during the late 1800s. Thus older historic archaeological remains may have been buried by the deposition of natural alluvial sediments in the southern part of the study area. Finally, the presence of an isolated prehistoric artifact in the deposit suggests that some prehistoric archaeological materials may have been removed from their original context and redeposited within Stratum IV.

Artificial Fill and Historic Refuse (Stratum V)

Deposits of artificial fill and historic refuse were found to extend across the entire study area (Figure 13), extending from the present ground surface to depths of about 0.5 to 1.0 (1.6 to 3 ft.). These deposits consisted of highly disturbed and mixed layers that contain a combination of modern to recent construction debris (gravel and concrete fragments) and historic refuse (bricks, glass, wood, etc). No intact historic or prehistoric archaeological deposits were found to be associated with Stratum V, although a few redeposited historic archaeological materials were found at various locations within the stratum.

The presence of recent to historic-age materials within Stratum V suggests that it was mechanically reworked and/or redeposited as part of relatively recent construction activities in the area. It is obvious that relatively intact historic archaeological remains have been buried by Stratum V, and that these deposits could also overlie prehistoric archaeological remains located outside of the direct impact area for this project.

Corresponding Sanborn Addresses for Historic-period Resources

Several subsurface trenches revealed the archaeological potential for historic-period resources within the revised APE. Appendixes C and D list the artifacts found during testing. The locations of trenches were overlain onto the correlating 1897 and 1912 Sanborn Fire Insurance Company maps to determine specific property boundaries and addresses relating to each trench (Figures 9 and 11). These results are outlined in Table 3. Trench 5 and Trench 11 were specifically placed as historic materials test trenches. The historic-period resources uncovered in all trenches, except Trench 10, were determined to be random construction

Table 3.
Test Trenches and Corresponding Sanborn Addresses – High Street Project

Trench #s	Corresponding Address (1912 Sanborn)
Trench 3, Trench 4	4501 Clement
Trench 5	4425-4433 Clement
Trench 8	4411 Clement
Trench 10	4327 Clement
Trench 11	4307 and 4319 Clement
Trench 14	North of High Street, no 1912 Sanborn
Trench 27	Lot between 4411 and 4331 Clement
Trench 29	"D" Clark Street (1897 Sanborn)

debris or historic refuse. These deposits were determined to be ineligible for listing on the NRHP. The historic-period feature uncovered in Trench 10 (Feature 1, Figure 14) was not completely exposed and an eligibility determination could not be made in the field.

Trenches 3 and 4 were determined to be located within the boundaries of 4501 Clement Street (Sanborn 1912). According to the current project plans, a new bent will be constructed within the boundaries of this property.

Trench 5 was determined to be located within the property lines of 4425/4433 Clement Street (Sanborn 1912). This trench was placed specifically as a historical materials test trench and was excavated as a 5- x 5-meter exposure. According to the current project plans, a new bent will be constructed within the boundaries of this property.

Trench 8 was located within the property boundaries of 4411 Clement (Sanborn 1912). A discrete ash layer was uncovered within this fill at 55 cm. The ash layer contained coal and a variety of building materials and historic-period refuse. This layer may relate to the 1898 explosion that occurred in the project area. According to the current project plans, a new bent will be constructed within the boundaries of this property.

Trench 10 was located within the property boundaries of 4327 Clement Street (Sanborn 1912). A pit-filled feature (Feature 1, See Figure 14) was uncovered in at a depth ranging from 0.5 to 1.0 meter. According to the current project plans, a new bent will be constructed within the boundaries of this property.

Trench 11 was located within the boundaries of 4307 and 4319 Clement Street (Sanborn 1912). This trench was placed specifically as a historical materials test trench. A discrete lens of coal, slag, iron fragments, and historic-period artifacts was uncovered at a depth between 150 and 170 cm. According to the current project plans, 4307 and 4319 Clement Street will not be directly impacted by the project.

Trench 14 was located north of High Street. There is not a corresponding 1912 Sanborn Fire Insurance Company map for this area. According to the current project plans, this area will not be directly impacted by the project.

Trench 27 was located in the empty lot between 4331 and 4411 Clement on the 1912 Sanborn Fire Insurance Company map. According to the current project plans, a new bent will be constructed within the boundaries of 4411 Clement.

Trench 29 was located to the rear of "D" Clark Street (Sanborn 1897). Mixed construction fill was uncovered between the ground surface and a depth of 60 cm. Historic-period artifacts were dispersed within the fill, including Chinese porcelain fragments. The proposed new bent on this lot will be located in the front yard of the dwelling on this property. Previous experience indicates that most historic-period archaeological resources are located to the rear of residential buildings.

Recommendations

Prehistoric Archaeology

Although a single artifact of possible prehistoric origin (a ground stone mortar) was found in association with a historic feature in Trench 10 (Stratum IV), no intact prehistoric archaeological deposits, feature, or materials, were identified as part of this study. Given that exploration trenches were placed in or near each of the accessible areas where earth-disturbing activities are proposed, it appears that there are, (1) no significant prehistoric archaeological resources are located within this portion of the project area, and (2)

no anticipated adverse impacts to prehistoric archaeological resources as a result of proposed project activities. If however, the nature or extent of earth-disturbing activities extends beyond what has been proposed, then the potential for prehistoric archaeological resources to be adversely affected must be reassessed. Thus, based on what is currently known, no further prehistoric archaeological work is recommended at this time.

The findings of this study indicate that the study area has a long and complex history of landscape changes that undoubtedly influenced human occupation and the subsequent nature and completeness of the archaeological record. Significant landscape changes were identified that could have resulted in the erosion and/or burial of prehistoric archaeological remains, and did result in the erosion and burial of historic archaeological remains. As such, the apparent absence of older archaeological sites in the East Bay plain is probably not an accurate reflection of human population and/or settlement patterns. Future studies in this vicinity should focus prehistoric resource identification efforts on the upper 1.8-m (6 ft) of soil, which corresponds with the maximum depth of the buried Middle to Late Holocene-age land surface. Deeper deposits appear to pre-date human use and occupation of the region.

Historical Archaeology

The area between High Street and 46th Avenue (Sanborn ABN 2241, 2242) has high historic-period archaeological potential. Results of historical research and subsurface testing indicate historic-period archaeological resources are located in the rear lots of "C," "D," "A," and "B" Clark Street (1897 Sanborn addresses) and 4307, 4319, 4327, 4331, 4411, 4425-4433, and 4501 Clement Street (1912 Sanborn addresses). 4307 and 4319 Clement are not within an area of direct impact according to current project plans and therefore continued research is not recommended. The bent proposed between current Bents 8 and 9 will impact only the front of "D" Clark Street and therefore further research is not recommended. The properties at 4327 Clement, 4331 Clement, 4411 Clement ("C" Clark), 4425-4433 Clement ("A" Clark), and 4501 Clement ("B" Clark) will be impacted according to current project plans. Feature 1 in Trench 10, located within the boundaries of 4327 Clement, could be potentially NRHP-eligible and further research is necessary to make this determination. The lots at former 4327, 4331, 4411,4425-4433, and 4501 Clement Street require further research to determine their potential for NRHP-eligibility and to design an appropriate treatment of NRHP-eligible properties.

Remaining areas in the project corridor are assessed as unlikely to have historic archaeological potential or unlikely to be impacted by the project as it is currently planned. In the event, however, that unexpected buried cultural materials are encountered during construction, it is Caltrans policy that work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find.

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APPENDIX A
Test Trench Field Notes

Trench 1 – placed midway between B-3 and B-4 east
2.5 m long
2.9 m deep

Depth (cm)	Stratum & Horizon	Description
0-130	V-Ap	Mixed construction fill.
130-200	III-2Ab	Very dark gray loam, well developed.
200-290	III-2Btb	Olive gray AB structure clay loam; water table at base of trench.

Trench 2 – placed midway between B-3 and B-4 east
2 m long
2.2 m deep

Depth (cm)	Stratum & Horizon	Description
0-60	V-Ap	Mixed construction or artificial fill.
60-150	IV-2Ab	10 YR 4/3 grayish brown loam; alternating layers of silt and sand in lower 30-40 cm.
50-200	III-3Ab	Very dark gray loam well developed.
200-220	III-3Btb	Olive gray AB structure clay loam; water table at base of trench.

Trench 3 – placed midway between B-5 and B-6 west.
5 m long
2.2 m deep

Depth (cm)	Stratum & Horizon	Description
0-60	V-Ap	Construction fill.
60-140	IV-2Ab	Alternating layers of silt and sand in lower 60 cm. (at very bottom at base 10 cm sorted and bedded sand and gravel, contains large mammal bones of historic age.
140-200	III-3Ab	Very dark gray loam with well developed soil.
200-220	III-3Btb	Olive gray AB structure clay loam; water table at base of trench.

Trench 4 – placed midway between B-6 and B-7 east.
2.5 m long
2.4 m deep

Depth (cm)	Stratum & Horizon	Description
0-70	V-Ap	Construction fill.
70-135	IV-2Ab	Alternating layers of silt and sand in lower 60 cm, some historic artifacts collected including one complete green glass bottle.
130-210	III-3Ab	Very dark gray loam well developed.
210-240	III-3Btb	Olive gray AB structure clay loam.

Trench 5 – placed midway between B-6 and B-7 west, placed in northwest corner (placed as a historic materials test trench).
5 m long
5 m wide
2 m deep

Depth (cm)	Stratum & Horizon	Description
0-60	V-Ap	Construction fill.
60-100	IV-2Ab	Alternating layers of silt and sand in lower 60 cm, a variety of historic artifacts collected in the upper 5 cm of strata. Lower 10-15 cm of strata composed of well sorted and bedded coarse sand with common subangular to subrounded gravel; sandy layer contains water worn brick fragments.
100-200	III-3Ab	Very dark gray loam well developed.
200+	III-3Btb	Olive gray AB structure clay loam, wet.

Trench 6 – placed midway between B-7 and B-8 west, in the southeast corner of the west side.
2.5 m long
2.2 m deep

Depth (cm)	Stratum & Horizon	Description
0-50	V-Ap	Construction fill.
50-100	IV-2Ab	Alternating layers of silt and sand in lower 60 cm, a variety of historic artifacts collected in the upper 5 cm of strata.
100-200	III-3Ab	Very dark gray loam well developed.
200-220	III-3Btb	Olive gray AB structure clay loam.
220		Bottom dry.

Trench 7 – placed midway between B-8 and B-9 east, in southwest corner
3 m long
2.1 m deep

Depth (cm)	Stratum & Horizon	Description
0-70	V-Ap	Construction fill.
70-100	IV-2Ab	Alternating layers of silt and sand in lower 60 cm, a variety of historic artifacts collected in the upper 5 cm of strata.
100-180	III-3Ab	Very dark gray loam well developed.
180-210	III-3Btkb	Many powdery CaCO3, mass is dispersed in matrix.

Trench 8 – placed midway between B-9 and B-10 west.
3 m long
1.7 m deep

Depth (cm)	Stratum & Horizon	Description
0-75	V-Ap	Construction fill – contains a discrete ash layer at 55 cm, contains coal and a variety of building materials and historic refuse. Intact cement foundation at east end of trench.
75-160	III-2Ab	Very dark gray well developed. (historic floodplain is absent)
160-170	III-2Btkb	Many powdery CaCO3, mass is dispersed in matrix.

Trench 9 – placed midway between B-10 and B-11 east, at a diagonal to avoid 12 KV line.
2.5 m long
1.4 m deep

Depth (cm)	Stratum & Horizon	Description
0-100	V-Ap	Multiple layers of mixed construction fill, a few iron fragments.
100-140	IV-2Ab	DG clay loam, weakly developed. Trench stopped and abandoned due to two iron pipes at base of trench.

Trench 10 – placed 8.5 m from B-12 and 7.5 m from B-13
6 m long
3 m deep

Depth (cm)	Stratum & Horizon	Description
0-100	V-Ap	Mixed color and texture; massive structure; ~25% small to large angular to subrounded gravel; hard dry; multiple layers of mixed materials; contains a variety of building materials and historic refuse; abrupt smooth lower boundary; recent to historic construction fill.
100-130	IV-2Ab	Brown loam (10YR 5/3) dry; moderate coarse to very coarse granular crumb structure; ~10 small to medium subangular to subrounded gravel; slightly hard dry; common fine to medium inactive roots; some historic materials in matrix; abrupt wavy lower boundary; weakly developed surface horizon formed in historic floodplain alluvium.
130-143	IV-2Cu	Pale brown gravelly sandy loam (10YR 6/3) dry; single grain structure; 50 to 75% small to medium, moderately sorted and bedded subangular to rounded gravel; soft dry; few fine to medium inactive roots; few historic materials dispersed in matrix; abrupt wavy lower boundary; unweathered historic channel deposit.
143-220	III-3Ab	Black clay (2.5Y 2.5/1) moist; strong coarse to very coarse prismatic angular blocky structure; ~10 very small to small subangular to subrounded gravel; very firm moist; few fine to medium inactive roots; gradual smooth lower boundary; well developed surface horizon formed in Middle to Late Holocene floodplain alluvium.
220-265	III-3Btb	Olive clay (5Y 5/3) moist; moderate coarse angular blocky structure with common slickensides on ped faces; ~10 very small to small subangular to subrounded gravel; friable moist; common fine to medium inactive roots; many distinct clay films coasting ped faces; clear wavy lower boundary; well developed subsurface horizon formed in Middle to Late Holocene floodplain alluvium.
265-300	II-4Btb	Olive gravelly clay loam (5Y 5/4) moist; moderate coarse subangular to angular blocky structure; 25 to 50 small to large subangular to subrounded gravel; friable moist; common abandoned root holes; few distinct dark greenish gray mottles (5EG 4/1); common distinct clay films coasting ped faces and pores; well developed subsurface horizon formed in Early Holocene floodplain alluvium truncated by erosion; radiocarbon date of 7290 ± 60 B.P. or 8090 cal B.P. (Beta-160500).

Trench 11 – placed west of B-14 along fence line (placed as a historic materials test trench).
2.6 m long
2.2 m deep

Depth (cm)	Stratum & Horizon	Description
0-150	V-Ap	Multiple layers of mixed fill.
150-170	IV-2Apb	Discrete layer of coal, slag, with iron and some historic artifacts (collected).
170-210	III-3Ab	10YR, very dark gray clay loam, well developed.
210-220	III-3Btb	Olive gray clay loam, mottled with black.

Trench 12 – placed 4 meters south of B-14 east.
3 m long
2.1 m deep

Depth (cm)	Stratum & Horizon	Description
0-80	V-Ap	Mixed.
80-95	NA-2Apb	Red concrete "patio?" foundation adjacent to cement foundation to the north.
95-110	IV-3Cu	10YR brown silt loam.
110-190	III-4Ab	Black to very dark gray.
190-210	III-4Btb	Olive gray.

Trench 13 – placed midway between B-16 and B-17 east, in southwest corner
3.0 m long
2.25 m deep

Depth (cm)	Stratum & Horizon	Description
0-40	V-Ap	Mixed fill.
40-140	III-2Ab	Black clay loam.
140-225	III-2Btb	Gleyed blue ray loam, mottled with yellow brown soil in lower 40 cm; strong hydrocarbon smell throughout deposit

Trench 14 – placed northwest of B-19
2.5 m long
1.6 m deep

Depth (cm)	Stratum & Horizon	Description
0-25	V-Ap	Mixed fill.
25-50	IV-2Apb	Historic sheet refuse/ burn zone – artifacts collected.
50-140	III-3Ab	
140-160	III-3Btkb	Olive brown clay Common soft CaCo3 masses in matrix and common distinct clay films, CO PF and PO. Common small SA-SR gravels, more with depth, browner with depth.

Trench 15 – placed 3 meters south of B-20 east, near northeast corner.
2.5 m long
1.5 m deep

Depth (cm)	Stratum & Horizon	Description
0-45	V-Ap	Mixed fill, modern.
45-130	III-2Ab	Black clay loam, well developed.
130-150	III-2Btb	2.5 Y olive brown soil.

Trench 16 – placed midway between B-21 and B-22 west, 5 meters west of structure.
3.0 m long
1.8 m deep

Depth (cm)	Stratum & Horizon	Description
0-65	V-Ap	Mixed fill.
65-150	III-2Ab	Black clay loam, granular/crumb and vertical structures
150-180	III-2Btkb	2.5 Y olive brown, many soft CaCo3 masses in matrix, common small to medium, SA-SR gravel.

Trench 17 – placed 3 meters south of B-23 east in northeast corner.
3 m long
1.5 m deep

Depth (cm)	Stratum & Horizon	Description
0-45	V-Ap	Mixed fill.
45-140	III-2Ab	Black clay loam, well developed.
140-150	III-2Btkb	2.5 Y olive brown clay loam.

Trench 18 – placed 7.5 m west of B-24
4.0 m long
4.2 m deep

Depth (cm)	Stratum & Horizon	Description
0-45	V-Ap	Mixed fill.
45-130	III-2Ab	Black clay, vertical, well developed; 15% small to medium SR-R gravel in matrix.
130-180	III-2Btkb	2.5 Y olive clay, many medium to large, soft CaCo3 masses in matrix, common distinct clay films coating pores and faces.
180-410	III-2Cox	10 YR 4/3 brown gravelly loam, 75% SR-R small to large gravel, a few rounded cobbles, poorly sorted and weakly bedded, a few lenses a well sorted silt/sand in lower 1.0 m.
410-420	I-3Btb	10 YR yellowish brown clay loam with 15 % small SR gravel, strong AB structure, abandoned root holes with gley blue color; radiocarbon date of 25710 ± 170 B.P. (Beta-160501).

Trench 19 – placed 8 meters west of B-26 west (under new pass area).
2.5 m long
1.5 m deep

Depth (cm)	Stratum & Horizon	Description
0-45	V-Ap	Mixed fill.
45-130	III-2Ab	Black clay.
130-150	III-2Btkb	2.5 Y olive clay, many medium to large, soft CaCo3 masses in matrix, common distinct clay films coating pores and faces.

Trench 20 – placed 3 meters north of B-26 west
3 m long
2.1 m deep

Depth (cm)	Stratum & Horizon	Description
0-30	V-Ap	Mixed fill.
30-110	III-2Ab	Black clay, vertical, a few small gravel.
110-200	III-2Btb	Olive brown, well developed AB structure.
200-210	III-2Cox	Brown with 50% small to medium gravel.

Trench 21 – placed 4 meters south of B-26 east, in northwest corner.
3.0 m long
1.8 m deep

Depth (cm)	Stratum & Horizon	Description
0-35	V-Ap	Mixed fill.
35-125	III-2Ab	Black clay
125-180	III-2Btkb	2.5 Y olive clay, many medium to large, soft CaCo3 masses in matrix, common distinct clay films coating pores and faces.
180+	III-2Cox	Brown gravelly loam, 50% gravels.

Trench 22 – placed midway between B-24 and B-25 west, along east side.
2.5 m long
1.65 m deep

Depth (cm)	Stratum & Horizon	Description
0-25	V-Ap	Mixed fill.
25-145	III-2Ab	Black clay with gravels.
145-165	III-2Btkb	Olive clay.

Trench 23 – placed midway between B-23 and B-24 west, along east side.
2.5 m long
1.65 m deep

Depth (cm)	Stratum & Horizon	Description
0-25	V-Ap	Mixed fill.
25-145	III-2Ab	Black clay with gravels.
145-165	III-2Btkb	Olive clay.

Trench 24 – placed midway between B-22 and B-23 west, in southeast corner.
2.5 m long
1.65 m deep

Depth (cm)	Stratum & Horizon	Description
0-65	V-Ap	Mixed fill, some historic materials including glass, iron, ceramics.
65-145	III-2Ab	Black clay with gravels.
145-165	III-2Btkb	Olive clay.

Trench 25 – placed midway between B-20 and B-21 west, in northeast corner
Halted due to bad smell.

Trench 26 – placed 1.5 meters south and 1 meter west of west corner of 15W west.
3 m long
2.4 m deep

Depth (cm)	Stratum & Horizon	Description
0-90	V-Ap	Mixed construction fill.
90-145	IV-2Ab	Light gray loam, gravelly. Includes historic sewer pipe in bottom 30 cm., Historic split rail fence post on western exposure of trench.(175cm to 100cm bottom to top of rail)
145-230	III-3Ab	Black clay loam.
230-243	III-3Cox	Brown to reddish brown gravelly sand.

Trench 27 – placed midway between B-11 and B-12 west.
3 m long
2.1 m deep

Dept (cm)h	Stratum & Horizon	Description
0-60	V-Ap	Mixed fill contained historic artifacts including metal and bricks.
60-95	NA-2Ap	Gray sandy loam, historic artifacts in matrix, eastern exposure possible bricklayer in upper 15 cm stamped "LIVERMORE PREMIER".
95-145	IV-2Ab	Sandy historic flood plain.
145-210	III-3Ab	Black clay loam.

Trench 28 – placed midway between B-10 and B-11 west.
3 m long
1.9 m deep

Depth (cm)	Stratum & Horizon	Description
0-85	V-Ap	Mixed fill.
85-100	IV-2Ab	Grayish brown sandy loam.
100-190	III-3Ab	Black clay loam.

Trench 29 – placed midway between B-8 and B-9 west.
2.5 m long
2.1 m deep

Depth (cm)	Stratum & Horizon	Description
0-60	V-Ap	Mixed construction fill, historic artifacts include ceramics, ironstone plate fragment, small base of Asian vessel, planking, one brick, one glass fragment.
60-95	IV-2Ab	Grayish brown sandy loam.
95-212	III-3Ab	Black clay loam.

Trench 30 – placed midway between B-7 and B-8 east.
2.5 m long
2.3 m deep

Depth (cm)	Stratum & Horizon	Description
0-80	V-Ap	Mixed construction, discrete lens of charred and burnt wood .5 meters in diameter in northern exposure in lower 40 cm.
80-120	IV-2Ab	Dark reddish brown sandy loam, finer grained than 2Ab in western exposure.
120-230	III-3Ab	Black clay loam.

Trench 31 – placed midway between B-2 and B-3 west.
2.25 m long
2.5 m deep

Depth (cm)	Stratum & Horizon	Description
0-60	V-Ap	Mixed fill.
60-130	IV-2Ab	Historic flood plain.
130-223	III-3Ab	Black clay loam.
223-250	III-3Btb	Olive gray soil.

APPENDIX B
Radiocarbon Dating Results

November 19, 2001

Mr. Jack Meyer
Sonoma State University
Anthropological Studies Center
1801 East Cotati, Building 29
Rohnert Park, CA 94928
USA

RE: Radiocarbon Dating Results For Samples HIGH ST. #1, HIGH ST. #2

Dear Jack:

Enclosed are the radiocarbon dating results for three samples recently sent to us. They each provided plenty of carbon for accurate measurements and all the analyses went normally. As usual, the method of analysis is listed on the report with the results and calibration data is provided where applicable.

As always, no students or intern researchers who would necessarily be distracted with other obligations and priorities were used in the analyses. We analyzed them with the combined attention of our entire professional staff.

If you have specific questions about the analyses, please contact us. We are always available to answer your questions.

Our invoice is enclosed. Please, forward it to the appropriate officer or send VISA change authorization. Thank you. As always, if you have any questions or would like to discuss the results, don't hesitate to contact me.

Sincerely,

Darden Hood

Mr. Jack Meyer

Report Date: 11/19/01

Sonoma State University

Material Received: 10/11/01

Sample Data	Measured Radiocarbon Age	13C/12C Ratio	Conventional Radiocarbon Age(*)
Beta - 160500	7300 +/- 60 BP	-25.8 o/oo	7290 +/- 60 BP
SAMPLE : HIGH ST. #1 – Trench 10- 4Btb horizon			
ANALYSIS : AMS-Standard delivery			
MATERIAL/PRETREATMENT : (organic sediment): acid washes			
2 SIGMA CALIBRATION : Cal BC 6240 to 6020 (Cal BP 8190 to 7970)			
Beta - 160501	25700 +/- 170 BP	-24.6 o/oo	25710 +/- 170 BP
SAMPLE : HIGH ST. #2 – Trench 18- 3 Btb horizon			
ANALYSIS : AMS-Standard delivery			
MATERIAL/PRETREATMENT : (organic sediment): acid washes			

APPENDIX C
Artifact Catalog

HIGH STREET – ARTIFACT CATALOG

Catalog No.		Group	Category	Type	Material	Description	Wh	Frg	MNI	Mark?	Comments
Trench 03, 090-120 cm											
03.1	001	Domestic	Food	Container	Aqua Glass	Soda-water Bottle	0	1	1		Body.
03.1	002	Domestic	Food Prep/Consumption	Kitchen	Yellowware	Mixing Bowl	0	1	1		Rim, brown banded.
03.1	003	Domestic	Food Prep/Consumption	Tableware	White Improved Earthenware	Plate	0	1	1		Body, blue floral transfer print.
03.1	004	Faunal	Bone	-	-	-	0	0	0		Miscellaneous bone fragments.
Trench 04, 060-130 cm											
04.1	001	Domestic	Food	Container	Aqua Glass	Soda-water Bottle	1	0	1	Glass	Blob finish, 2 1/4" base diam, 6 3/4" height, 8 oz. vol.
04.1	002	Domestic	Food Prep/Consumption	Drinking Vessel	Colorless Glass	Stemware	0	1	1		Base, pressed.
04.1	003	Indefinite Use	Misc. Containers	-	White Opaque Glass	Jar?	0	1	1		Base.
04.1	004	Domestic	Food	Container	Aqua Glass	Bottle	0	1	1		Neck and folded over finish, ~1 1/2" diam.
04.1	005	Domestic	Food Prep/Consumption	Tableware	White Improved Earthenware	Plate	0	1	1		Base.
04.1	006	Domestic	Furnishings	Decorative Item	Porcelain	Figurine? Vase?	0	1	1		Body, applied molded flowers.
04.1	007	Domestic	Food Prep/Consumption	Tableware	Silverplate	Knife	1	0	1		Molded handle, 7" length.
Trench 05, 060-060 cm											
05.1	001	Personal	Social Drugs - Alcohol	Container	Stoneware	Ale/Beer Bottle	0	1	1		Body, two-tone.
05.1	002	Domestic	Food Prep/Consumption	Serving	Earthenware	Teapot	0	1	1		Body, variegated glaze, molded. Probably Rebekah.
05.1	003	Domestic	Food Storage	Closure	Stoneware	Crock Lid	0	2	1		Rim, gray salt-glaze, molded scallops with brown glaze, interior brown slip.
05.1	004	Domestic	Furnishings	-	Common-pottery	Flowerpot	0	1	1		Body.
05.1	005	Personal	Social Drugs - Alcohol	Container	Chinese Brown Glazed Stoneware	Liquor Bottle	0	1	1		Body.
05.1	006	Domestic	Food Prep/Consumption	Tableware	White Improved Earthenware	Plate	0	10	4		
05.1	007	Domestic	Food Prep/Consumption	Tableware	Porcelain	Plate	0	1	1		Lip.
05.1	008	Domestic	Food Prep/Consumption	Kitchen	Yellowware	Bowl	0	3	1		Rim and body, wide white band.
05.1	009	Domestic	Food Prep/Consumption	Tableware	White Improved Earthenware	Saucer	0	1	1		Rim, flow blue floral transfer print.
05.1	010	Domestic	Food Storage	Container	Stoneware	Crock	0	1	1		Body, gray-salt glaze.
05.1	011	Domestic	Food Prep/Consumption	Tableware	Opaque Porcelain	Plate	0	1	1		Rim.
05.1	012	Domestic	Food Prep/Consumption	Tableware	White Improved Earthenware	Plate	0	1	1		Rim, brown floral transfer print.
05.1	013	Indefinite Use	Indefinite	-	Porcelain	Hollow	0	1	1		Base.
05.1	014	Domestic	Food Prep/Consumption	Tableware	Porcelain	Plate	0	1	1		Rim, overglaze floral decal, handpainted and gilded accents, molded ribs.
05.1	015	Domestic	Food Prep/Consumption	Tableware	Porcelain	Plate	0	2	1		Rim, overglaze decal.
05.1	016	Indefinite Use	Indefinite	-	Porcelain	Hollow	0	1	0		Body, one side unglazed. Doll?
05.1	017	Personal	Toys	-	Porcelain	Doll	0	2	1		Head, hollow, pink glazed, handpainted eyelashes and eyebrows.
05.1	018	Domestic	Furnishings	Furniture	Porcelain	Drawer Pull	1	0	1		
05.1	019	Domestic	Food Prep/Consumption	Drinking Vessel	White Improved Earthenware	Cup	0	2	1		Base and handle, blue transfer print, molded.
05.1	020	Domestic	Food Storage	Serving	White Improved Earthenware	Small Oval Dish	0	3	1	Ceramic	Base and rim.
05.1	021	Domestic	Food Prep/Consumption	Serving	Colorless Glass	Pitcher	0	2	1		Spout and base.
05.1	022	Personal	Social Drugs - Alcohol	Container	Colorless Glass	Decanter	0	1	1		Base, cut facets.
05.1	023	Indefinite Use	Misc. Containers	-	Aqua Glass	Bottle	0	1	1		Base/shoulder, circular, squat.
05.1	024	Personal	Social Drugs - Alcohol	Container	Olive Glass	Alcoholic-beverage	0	1	1		Shoulder, 3-piece mold.
05.1	025	Indefinite Use	Misc. Containers	-	Colorless Glass	Bottle	0	3	2		1 panel bottle base, 1 square with rounded corners footed base, 1 small brandy finish.

Artifact Catalog, High Street - continued

Catalog No.	Group	Category	Type	Material	Description	Wh Frg	MNI		Mark?	Comments
Trench 05, 060-060cm- continued										
05.1	026	Indefinite Use	Misc. Containers	-	Colorless Glass	Bottle	0	1	1	Finish/shoulder, circular, wide mouth bead.
05.1	027	Domestic	Food Prep/Consumption	Drinking Vessel	Colorless Glass	Tumbler?	0	1	1	Base, starburst design.
05.1	028	Indefinite Use	Misc. Containers	-	Brown Glass	Bottle	0	2	2	1 square/rectangular with rounded corners, 1 circular.
05.1	029	Sample	Materials	-	Glass	Window	0	3	0	
05.1	030	Faunal	Shell	-	-	-	0	0	0	
05.1	031	Domestic	Heating/Lighting	Lamp	Copper-alloy	Burner	0	1	1	Other
05.1	032	Activities	Writing	-	Slate	Pencil	0	1	1	
05.1	033	Indefinite Use	Misc. Metal Items	-	Copper-alloy	Pivot Hinge	0	1	1	Furniture? Structural?
05.1	034	Personal	Accoutrements	-	Ferrous and Plastic?	Pocketknife	0	1	1	
05.1	035	Personal	Grooming/Health	Toiletry	Hard-rubber	Double-sided Comb	0	1	1	Other Fine toothed, one end melted
05.1	036	Structural	Hardware	Window	Ferrous	Sash Pulley Wheel	0	1	1	
05.1	037	Faunal	Bone	-	-	-	0	0	0	Miscellaneous bone fragments
Trench 08										
08.1	001	Domestic	Food Prep/Consumption	Drinking Vessel	Porcelain	Cup	0	4	1	Ceramic Ribbed, overpainted and gilded floral design, 3" height.
08.1	002	Domestic	Food Prep/Consumption	Tableware	White Improved Earthenware	Plate	0	1	1	Rim.
08.1	003	Indefinite Use	Indefinite	-	Red Glass	Hollow	0	1	1	Base, circular, scalloped sides. Tumbler? Bottle?
08.1	004	Indefinite Use	Misc. Metal Items	-	Copper-alloy	Plate	1	0	1	Flat, semi-circular with tab on flat edge.
08.1	005	Faunal	Shell	-	-	-	0	0	0	
08.1	006	Faunal	Bone	-	-	-	0	0	0	Miscellaneous bone fragments.
Trench 10, 100-120 cm										
10.1	001	Ground Stone	Mortar	-	Granite?	-	0	1	0	
Trench 10, 120-140 cm										
10.2	001	Domestic	Food Prep/Consumption	Drinking Vessel	White Improved Earthenware	Cup	0	1	1	Base.
10.2	002	Domestic	Food Prep/Consumption	Serving	White Improved Earthenware	Bowl	0	1	1	Rim, scalloped and molded.
10.2	003	Domestic	Food Prep/Consumption	Tableware	Japanese Porcelain	Large Bowl	0	4	1	Rim and body, blue dashed line transfer print, 8" diam.
10.2	004	Domestic	Food Storage	Container	Stoneware	Crock	0	1	1	Body, gray salt-glaze, interior brown glaze. Associated with 102-1.
10.2	005	Domestic	Food	Closure	Aqua Glass	Club-sauce Stopper	1	0	1	
10.2	006	Indefinite Use	Misc. Containers	-	Colorless Glass	Bottle	0	1	1	Ball neck panel, 5" height, 7/8 x >1 5/8' base.
10.2	007	Indefinite Use	Misc. Containers	-	Aqua Glass	Bottle	0	2	1	Panel, patent finish.
10.2	008	Personal	Toys	-	White Metal	Delivery Truck	0	1	1	Hollow, 1 7/8" length.
10.2	009	Personal	Footwear	-	Leather	Shoe/Boot Heel	0	3	1	
10.2	010	Sample	Hardware	-	Ferrous	Cut Nail	1	0	1	2".
10.2	011	Activities	Firearms	Ammunition	Copper-alloy	.22 short shell	1	0	1	Other
10.2	012	Indefinite Use	Misc. Containers	-	Copper-alloy and Ferrous	Tube	1	3	1	Tube with plunger-like apparatus, one end closed, other end threaded for screw cap, 5 1/8" length, 7/8" diam.
10.2	013	Faunal	Bone	-	-	-	0	0	0	Miscellaneous bone fragments.
Trench 10, Feature 1, 095-110 cm										
102	001	Domestic	Food Storage	Container	Stoneware	Crock	0	1	0	Associated with 10.2-4.
102	002	Domestic	Food Prep/Consumption	Drinking Vessel	Porcelain	Cup	0	1	1	Base/body, "hotel", 3 1/4" height.

Artifact Catalog, High Street - continued

Catalog No.	Group	Category	Type	Material	Description	Wh Frg	MNI		Mark?	Comments
Trench 10, Feature 1, 095-110 cm - continued										
102	003	Indefinite Use	Indefinite	-	White Improved Earthenware	Base	0	1	1	Small sherd.
102	004	Indefinite Use	Indefinite	-	Porcelain	Flatware Base	0	1	1	Thick with short raised rib on underside. Trivet? Platter? Bathroom?
102	005	Personal	Grooming/Health	Container	Aqua Glass	Bottle	0	1	1	Glass Base/body, rectangular with chamfered corners, recessed panel.
102	006	Domestic	Food	Container	Aqua Glass	Bottle	0	1	1	Neck and shoulder, wide.
102	007	Indefinite Use	Misc. Containers	-	Colorless Glass	Bottle	0	1	1	Glass Prescription finish, machine made.
102	008	Domestic	Food Storage	Closure	White Opaque Glass	Lid Liner	0	1	1	Glass
102	009	Indefinite Use	Misc. Containers	-	Colorless Glass	Bottle	0	1	1	Glass Body.
102	010	Indefinite Use	Misc. Containers	-	Amber Glass	Bottle	0	1	1	Glass Body, rectangular with chamfered corners, recessed panel.
102	011	Domestic	Indefinite	-	Colorless Glass	Hollow	0	1	1	Pressed glass hollow item. Novelty? Toothpick holder? Butter dish?
102	012	Sample	Materials	-	Glass	Window	0	2	0	
102	013	Indefinite Use	Indefinite	-	Glass	Flat	0	1	0	Thick. Window?
102	014	Personal	Social Drugs - Alcohol	Container	Olive Glass	Alcoholic-beverage	0	27	1	Wide bead-like finish, ~3 1/4" base diam.
102	015	Personal	Grooming/Health	Container	Cobalt Glass	Pharmaceutical Bottle	0	2	1	3-piece mold, 2 1/2" base diam, ~5-5 1/4" height, 8 oz. vol.
102	016	Personal	Grooming/Health	-	Colorless Glass	Female Syringe	0	1	1	
102	017	Indefinite Use	Misc. Metal Items	-	Copper-alloy	Washer	1	0	1	Thin, 7/8" outside diam, 5/16" inside diam.
102	018	Personal	Toys	-	Porcelain	Doll	0	1	1	Attachable doll arm.
102	019	Sample	Hardware	Fastener	Ferrous	Nail	1	0	1	Heavily corroded.
102	020	Undefined Use	Waste	-	Glass Slag	-	0	1	0	
102	021	Faunal	Bone	-	-	-	0	0	0	Miscellaneous bone fragments.
Trench 11, 120-150 cm										
11.1	001	Domestic	Food Prep/Consumption	Tableware	White Improved Earthenware	Saucer	0	1	1	Rim/base.
11.1	002	Domestic	Food Prep/Consumption	Drinking Vessel	White Improved Earthenware	Cup	0	1	1	Handle.
11.1	003	Domestic	Food Storage	Closure	White Opaque Glass	Lid Liner	0	1	1	Glass
11.1	004	Indefinite Use	Misc. Containers	-	Amber Glass	Bottle	0	1	1	Neck.
11.1	005	Domestic	Food	Container	Bright-green Glass	Soda-pop Bottle	0	1	1	Glass Base.
11.1	006	Indefinite Use	Misc. Containers	-	Colorless Glass	Bottle	0	3	2	Base and finishes - 1 bead, 1 ball neck patent.
11.1	007	Domestic	Food Prep/Consumption	Tableware	Colorless Glass	Dish	0	1	1	Rim/base, all over pressed stipple-like design, beaded edge.
11.1	008	Domestic	Food Storage	Container	Red-bodied Earthenware	Jug	0	1	1	Body/shoulder, unglazed exterior.
11.1	009	Structural	Hardware	Fastener	Ferrous	Cut Nail	1	0	1	3 1/8" length.
11.1	010	Undefined Use	Waste	-	Slag	-	0	2	0	
11.1	011	Faunal	Shell	-	-	-	0	0	0	
11.1	012	Faunal	Bone	-	-	-	0	0	0	Miscellaneous bone fragments.
Trench 14, 025-050 cm										
14.1	001	Domestic	Food Prep/Consumption	Drinking Vessel	Porcelain	Cup	0	1	1	Rim.
14.1	002	Domestic	Food Prep/Consumption	Tableware	Porcelain	Saucer	0	1	1	Base.
14.1	003	Indefinite Use	Indefinite	-	Chinese Stoneware?	Hollow	0	1	1	Base, footed, interior/exterior matte olive-green glaze.
14.1	004	Domestic	Food	Container	Colorless Glass	Condiment Bottle	0	1	1	Glass Base, circular with 8 sides.

Artifact Catalog, High Street - continued

Catalog No.	Group	Category	Type		Material	Description	Wh Frg	MNI		Mark?	Comments
Trench 14, 025-050 cm – continued											
14.1	005	Indefinite Use	Misc. Containers	-	Colorless Glass	Jar	1	0	1	Glass	Threaded finish, remnants of blue pigment inside, partially melted, 1 7/8" diam, 2 5/8" height
14.1	007	Structural	Materials	-	Slate	Roof	0	1	1		
14.1	008	Indefinite Use	Indefinite	-	Graphite	Arc Lamp/Battery Rod	0	1	1		7/8" diam, ends broken, >1 1/2" length.
14.1	009	Faunal	Bone	-	-	-	0	0	0		Miscellaneous bone fragment.
Trench 27, 060-095 cm											
27.1	001	Domestic	Food	Container	Colorless Glass	Milk Bottle	0	1	1	Glass	Cap seat finish.
27.1	002	Indefinite Use	Misc. Containers	-	Colorless Glass	Bottle	0	1	1		Base.
27.1	003	Structural	Materials	-	Red-bodied Stoneware	Tile?	0	1	1		
27.1	004	Domestic	Heating/Lighting	Electric Lamp	Glass and Copper-alloy	Light Bulb	0	1	1	Other	Filament and base.
Trench 29, 060-095 cm											
29.1	001	Domestic	Food Prep/Consumption	Tableware	Chinese Porcelain	Small Bowl	0	1	1		Base, Celadon, marked.
29.1	002	Domestic	Food Prep/Consumption	Serving?	Chinese Porcelain	Hollow	0	1	1		Body, underglaze blue handpainting.

APPENDIX D
Artifact Date Table

HIGH STREET – DATE TABLE

Catalog		Material	Description	MNI	Mark	Maker	Origin	Date Range		Reference
Trench 04, 060-130 cm										
Marked Glass Items										
04.1	001	Aqua Glass	Soda-water Bottle	1	O.P.S.W. CO. (upper arch)/ (bottle inside O monogram)/ TRADE MARK (lower arch)/ OAKLAND, CAL. (lower arch)/ REGISTERED/ BOTTLE IS NEVER SOLD	Oakland Soda Water Co.	Oakland	1896 ca	- 1930 ca	Oakland City Directories, v.d.
Trench 05, 060-060 cm										
Marked Ceramic Items										
05.1	020	White Improved Earthenware	Small Oval Dish	1	Printed mark: ROYAL IRO[NSTONE CHINA]/ (standing Royal Coat of Arms)/ W. [H. GRINDLEY & CO.]..	Grindley, W.H. & Co.	Staffordshire	1891 ca	- 1925 ca	Kowalski and Kowalski 2000:215
Marked Other Items										
05.1	031	Copper-alloy	Burner	1	(on thumbwheel) MADE IN AMERICA*				-	
05.1	035	Hard-rubber	Double-sided Comb	1	I.R. COMB CO. GOODY../ EXTRA QUA..	India Rubber Comb Co.		1856	- 1898	Woshner 1999:281
Trench 08										
Marked Ceramic Items										
08.1	001	Porcelain	Cup	1	Brown decal: MADE IN GERMANY (in double circle)		Germany	1887	-	Kovel and Kovel 1986:231
Trench 10, 110-140 cm										
Marked Other Items										
10.2	011	Copper-alloy	.22 short shell	1	U	Union Metallic Cartridge Co. Co.		1867	- 1911 ca	Rosenberg and Kvietok 1982:85; Hogg 1982:151
Trench 10, Feature 1, 095-100 cm										
Marked Glass Items										
102	005	Aqua Glass	Bottle	1	..ES/ ..W/ ..URE				-	
102	007	Colorless Glass	Bottle	1	(machine-made prescription finish)			1889	-	Jones and Sullivan 1985:39
102	008	White Opaque Glass	Lid Liner	1	(canning jar lid liner)			1869	-	Toulouse 1969:350
102	009	Colorless Glass	Bottle	1	..THIS..				-	
102	010	Amber Glass	Bottle	1	.// [N]EW YORK// ..				-	
Trench 11, 120-150 cm										
Marked Glass Items										
11.1	003	White Opaque Glass	Lid Liner	1	(canning jar lid liner)			1869	-	Toulouse 1969:350
11.1	005	Bright-green Gls	Soda-pop Bottle	1	/// ..ED O I (inside O) ..	Owens-Illinois Glass Co.		1954+	-	Toulouse 1971:403
Trench 14, 025-050 cm										
Marked Glass Items										
14.1	004	Colorless Glass	Condiment Bottle	1	/// O (inside square)	Owens Bottle Co.		1911	- 1929	Toulouse 1971:393
14.1	005	Colorless Glass	Jar	1	/// DEVOE/ 2 OZ.				-	
14.1	006	White Opaque Glass	Jar	1	/// ELMO (script)				-	
Trench 27, 060-095 cm										
Marked Glass Items										
27.1	001	Colorless Glass	Milk Bottle	1	(milk bottle)			1884	-	Rawlinson 1969:8
Marked Other Items										
27.1	004	Glass and Copper-alloy	Light Bulb	1	(electric light bulb)			1880 +	-	Woodhead et al. 1984:71-74

APPENDIX E

Street Name Changes

Street name changes

Clark/Clement/Coliseum Way

Commerce/Jensen

Lloyd/East Eighth

Brandon/34th Avenue

Tevis/35th Avenue

Wheeler/36th Avenue

Merrill/37th Avenue

Liese/38th Avenue

Fremont/39th Avenue

Pomona/40th Avenue

Fulton/42nd Avenue

A Street/45th Avenue

B Street/46th Avenue

SUPPLEMENTAL ARCHITECTURAL FINDINGS

(Meg Scantlebury 2002)

State of California Business, Transportation and Housing Agency

MEMORANDUM

To: ELIZABETH KRASE
District Branch Chief, Architectural History
Office of Environmental Planning, South, D4

Date: 29 April 2002

From: Meg Scantlebury
Associate Environmental Planner, Architectural History
Office of Environmental Planning, South, D4

File: High Street Overhead
Seismic Retrofit Project
04-ALA-880
KP 43.6/45.5 (PM 27.4/28)
EA 16540K

Subject: Update to 1998 Historic Architecture Survey Report

I have reviewed the existing Historic Architecture Survey Report (HASR) for the above project, dated October, 1998. The 1998 HASR was prepared in accordance with the Memorandum of Understanding among Caltrans, the Federal Highway Administration (FHWA) and the California State Historic Preservation Officer (SHPO) and the Interim Post-1945 MOU Guidelines, by which post-1950 buildings and moved or substantially altered pre-1951 buildings were exempt from evaluation.

Since the completion of this 1998 HASR, the project was delayed and the source of funding has shifted from state to federal. The finished construction date is now projected to be 2006. In addition, since the completion of the HASR, the "Caltrans Interim Policy for the Treatment of Buildings Constructed in 1957 or Later" has been adopted. The Interim Policy indicates that Caltrans staff who meet the Secretary of Interior Standards for architectural history are authorized to exclude from study buildings that were constructed in 1957 or later, or appear because of alterations to have been constructed in 1957 or later.

Buildings within the Area of Potential Effects found to be exempt under the earlier MOU have since been revisited via a property information search as well as a site visit. The current Interim Policy was applied to these revisited buildings, with special attention to buildings recorded as constructed or that appear to have been constructed between 1951 and 1957; all buildings were found to be exempt. A list of addresses and notations for each site revisited is attached.

The 1998 HASR was prepared before Caltrans issued guidance on how to treat properties that might qualify as historical resources, using the criteria outlined in Section 5024.1 of the California Public Resources Code in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines. Therefore, the report mentions that certain properties do not appear eligible for the California Register of Historical Resources. In addition, since this report was completed, Caltrans has received guidance from SHPO that, when concurrence is sought directly from SHPO and not through FHWA, Caltrans may positively state that a property is or is not eligible. On this one occasion, we should request SHPO and FHWA to accept the 1998 HASR language as it is, because the 1998 HASR was

produced on a type of computer no longer available, and it would be extremely difficult to revise the old report to address these changes.

This memo is to be included with the revised HPSR, as confirmation that the 1998 HASR has been reviewed and notations have been made applying current policies to this document.

Meg Scantlebury
Associate Environmental Planner – Architectural History
Office of Environmental Planning, South

Cc: Thad Van Bueren, unit, chron, office

High Street 1998 HASR Addresses Revisited, February, 2002

Buildings constructed before 1957 (exempted under MOU in 1998)

- 833 36th Avenue — 1900/1945. Residence. Siding, windows et al replaced.
- 4919 Coliseum — 1919/1969. Motel. No sign of anything predating 1969.
- 743-751 High Street — 1945. Commercial – landscape supplies. Buildings moved.
- 760 High Street — 1919/1930. Warehouse, no visible signs of historic materials.

Buildings constructed after 1956 or have been so altered as to appear to have been constructed post-1956

- 3550 East 9th Street. — 1935/1952. No integrity. Later cladding indicates alterations c. 1970
- 4000 Alameda — 1990 warehouse
- 4010 Alameda — 1995 restaurant
- 4700 Coliseum — 1969 heavy industry
- 4701 Coliseum — 1960 industry
- 4800 Coliseum — 1963 warehouse
- 4831 Coliseum — 1970/1973 warehouse
- 600 High Street — 1989 service station
- 718-720 High Street — 1970 service station
- 475 Lesser Street — 1976 light industry
- 499 Lesser Street — 1966 warehouse
- 4601 Malat Street — 1966 warehouse
- 4626 Malat Street — 1970/1975 warehouse
- 4545 Oakport Street — 1958 warehouse
- 729 45th Avenue — c. 1960. tan brick veneer; industrial warehouse attached
- 4341 Howard Street — contemporary industrial building
- 4445 Jensen Street — industrial building, metal siding. Appears to be post 1965.
- 4600 Malat Street — contemporary warehouse
- 4610 Malat Street — contemporary warehouse
- 4401 Oakport Street — contemporary warehouse

Unimproved lots:

- 700 45th Avenue
- 730 45th Avenue
- 740 45th Avenue
- 742 45th Avenue
- 4000 Alameda Avenue
- 4619 Coliseum
- 4901 Coliseum

Note: 4344 Jensen Street was included in the 1998 HASR as part of the 4417 Oakport DPR.

CONSULTATION WITH
OAKLAND LANDMARKS PRESERVATION ADVISORY BOARD

(Gross 1999; no response received)

DEPARTMENT OF TRANSPORTATION
P O BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454

11 June 1999

file: ALA-880 KP 43.6/45.5
High Street Overhead Seismic
Retrofit Project PM 27.4/28.0
EA 16540K

Ms. Helaine Kaplan Prentice
Secretary, Landmarks Preservation Advisory Board
City of Oakland Office of Planning and Building: Zoning Division
250 Frank Ogawa Plaza, Suite 2114
Oakland, CA 94612-2019

Dear Ms. Prentice:

Enclosed are two copies of the Historic Property Survey Report (HPSR) for the proposed High Street Overhead (Bridge # 33-0040 R/L) seismic retrofit project on Interstate 880 in the City of Oakland, Alameda County. There are no significant historic architectural properties which would be affected by the project. We are forwarding this documentation to you for your information under 36 CFR § 800 (d). If the Landmarks Board wishes to review and comment on the report, we request that the Board reply by letter to Caltrans. Due to the schedule of this project, we must assume that the Landmarks Board has no comments if we do not receive a response by 15 July 1999.

The Historic Properties Survey Report includes separate reports on archaeology, historic architecture, and bridges.

Attachment A of the HPSR contains the Archaeological Survey Report (ASR), documents that there are no known archaeological resources present within the Archaeological Area of Potential Effect (APE, i.e., the project footprint, or the area that would be directly disturbed by project activities). However, the ASR also finds that intact buried archaeological resources (both prehistoric and historic) may be present within the Archaeological APE. Additional research and testing will be undertaken to determine the potential for archaeological resources.

Attachment B of the HPSR contains the Historic Architecture Survey Report, which documents the absence of National Register-eligible properties within the project APE for architectural and/or historic properties. Records of the Oakland Cultural Heritage Survey were consulted during preparation of this report. The APE for architectural and/or historic properties was set at two parcels beyond the largest proposed right of way to allow for all possible project changes; under current project designs, fewer than four parcels on Oakport Street would be directly affected. Because there are no National Register-eligible buildings within the APE, there will be no need for a Finding of Effect on historic buildings.

This Historic Property Survey Report will be submitted to the State Office of Historic Preservation for concurrence on eligible and ineligible properties. Compliance with Section 106 of the National Historic Preservation Act for this project is being accomplished pursuant to the

stipulations of the "Programmatic Agreement Regarding the Seismic Retrofit of Bridge Structures in California" (1995). Any comments you may have on this report, or further information on historic properties in the project vicinity, is an important part of data gathering under the Programmatic Agreement. If you have questions about the report, please call Lissa McKee, Senior Environmental Planner at (510) 286-5107.

Sincerely,

HARRY Y. YAHATA
District Director

By

ROBERT L. GROSS
District Office Chief
Office of Environmental Planning, South

encl.: 2- copies HPSR
cc: Betty Marvin, OCHS (transmittal letter)

bcc: branch, chron, unit, RLGross/JDGoldfine/EAKrase; LMcKee/GGmoser, RRuhlen, FHWA-Slovensky

ARCHAEOLOGICAL TREATMENT PLAN

(Koenig and McIlroy 2002)

HISTORIC PROPERTY SURVEY REPORT

California Department of Transportation

1. UNDERTAKING DESCRIPTION AND LOCATION

District	County	Route	Kilo Post(s)	(Post Mile(s)	Charge Unit	Expenditure Authorization
4	ALA	I-880	43.6/45.5	27.4/28.0	248	165421

Caltrans proposes to achieve a seismic retrofit by replacement of the High Street Overhead (Bridge #33-40 R/L) on Interstate 880 (I-880) in Oakland, Alameda County, California, to ensure its continued seismic safety. The I-880/High Street Interchange is more than fifty years old (built 1950, widened 1963) and does not meet current seismic standards for transportation facilities. The existing High Street Overhead consists of two parallel bridges (Right and Left) that span a Union Pacific Railroad (UPRR) drill track, High Street, and the State Route 77 (42nd Avenue) Interchange. Each bridge structure has 32 spans, with total lengths of 531 meters (1,744 feet) for the Right bridge and 528 meters (1,732 feet) for the Left bridge. Each carries four lanes of traffic.

The project consists of replacing the existing I-880 mainline structures with new, wide structures to meet current seismic design standards and reconfiguring the State Route 77 Interchange with at-grade intersections. No additional traffic capacity would be added. Frontage roads would be reconstructed as required to accommodate the replacement structures. Federal funding will be used in this undertaking.

2. AREA OF POTENTIAL EFFECTS

The Archaeological and Architectural Areas of Potential Effects (APEs) for the project were originally established in consultation with the Federal Highway Administration (FHWA) in April 1998. The Archaeological APE was subsequently reduced to reflect a smaller project in November 1999 in consultation with the FHWA. The maximum extent of the APE used for architectural studies covers an area along I-880 from 50th Avenue on the southeast to 34th Avenue on the northwest. The APE corridor width varies and encompasses areas of proposed effects from I-880 mainline structures, intersections, and frontage roads. The Project Vicinity Map (Map 1), Project Location Map (Map 2), Archeological APE Map (Map 3), and Architectural APE Maps (Maps 4 and 5) are included in Appendix A. The individual APEs are described in more detail below.

The Archaeological APE is defined as the area that would be disturbed by project activities (i.e., the project "footprint"). On the southwest side of the I-880 corridor, the Archaeological APE extends from just south of 46th Avenue along Oakport Street. It then makes several turns west, north, and east, where it picks up at Jensen Street until turning northeast on the west side of High Street, continuing to the intersection of High Street and Alameda Avenue. The Archaeological APE crosses Alameda Avenue, extending northward and incorporating a portion of the K-Mart parking lot. It then follows the frontage road, East 8th Street, on the southwest side of the I-880 corridor. On the northeast side of the I-880 corridor, the Archaeological APE extends to the UPRR drill track between 37th Avenue and State Route 77. Moving southward, the Archaeological APE follows the right-of-way for the freeway exit ramp, incorporates the first line of properties along Coliseum Way to just past 46th Street.

The Architectural APE was set at two properties beyond the largest proposed alternative right-of-way to allow for all potential project changes. On the southeast side of the I-880 corridor, the Architectural APE extends along 50th Avenue, turning north to follow along the northeast side of the UPRR tracks. The Architectural APE turns northeast on the north side of High Street and then northwest on the west side of Wattling Street. At the intersection with 37th Avenue, it again picks up the UPRR tracks, continuing on the northeast side until turning southwest on the south side of 35th Avenue. On the northwest side of the I-880 corridor, the Architectural APE extends southwest to encompass the first row of properties, then turns south to 37th Avenue. Following the north side of 37th Avenue, the Architectural APE encompasses the K-Mart property and structure, turning southeast on Alameda Avenue to intersect Howard Street on the south side of High Street. The Architectural APE continues on the west side of Howard Street, turning east on Lesser Street, then turning southeast at the intersection of Lesser and I-880 and ending at 50th Avenue.

3. PUBLIC PARTICIPATION

___ Local Historical Society / Historic Preservation Group

_X_ Local Government Preservation Office / Planning Department – Attachment H

_X_ Native American Group(s) – Attachment B

Muwekma Indian Tribe – letter sent October 20, 1997
Indian Canyon Mutsun Band of Costanoan – letter sent October 20, 1997
Amah Tribal Band – letter sent October 20, 1997
Ohlone Indian Tribe – letter sent October 20, 1997
Seven Identified Native American Contacts – letters sent October 20, 1997

___ Public Information Meetings

_X_ Native American Heritage Commission – Attachment E

_X_ Other: State Historic Preservation Officer – Attachment E

No comments received other than a list of Native American Contacts from Native American Heritage Commission.

4. PROPERTIES IDENTIFIED

Properties previously listed or determined eligible or ineligible:

Five bridges in the Architectural APE were previously determined ineligible for the National Register (see HASR provided as Attachment C). Those structures were reevaluated for purposes of this HPSR because they are now over 50 years old. Meg Scantlebury, who meets the Secretary of the Interior's Professional Qualifications Standards as an architectural historian, found that they still appear ineligible. These ineligible bridges are listed below:

Bridge #	Name	Date of Determination
33-0040L, 33-0040R	High Street Separation and Overhead	1986
33-0146S	Route 880 Onramp Overcrossing	1986
33-0186W	Sather Underpass Pumping Plant	1986
33-0187Y	Clorox Overcrossing	1986

Properties which appear ineligible or eligible:

The following properties appear ineligible (see Krase 1998 [Attachment C]):

3421 East 8th Street
3427 East 8th Street
3431 East 8th Street
3503 East 8th Street
3511 East 8th Street
3515 East 8th Street
3615 East 8th Street
3640 East 9th Street
846 35th Avenue
854 35th Avenue
740 36th Avenue
748 36th Avenue
706 36th Avenue
707 36th Avenue
713 36th Avenue
722 36th Avenue
726 36th Avenue
730 36th Avenue
740 36th Avenue
745 36th Avenue
748 36th Avenue
834-838 36th Avenue
837 36th Avenue
840-844 36th Avenue
745 37th Avenue
850 42nd Street
711-731 46th Avenue
763 46th Avenue
717-733 50th Avenue
741-745 50th Avenue
4352-4356 Coliseum Way
4416 Coliseum Way
4430 Coliseum Way & 717 45th Avenue
4600-4630 Coliseum Way
4731 Coliseum Way
500 High Street
574 High Street & 4309 Jensen Street
615 High Street
750-752 High Street
4417 Oakport Street
SPRR tracks (linear resource)

No architectural properties appear eligible within the Architectural APE. No archaeological properties have been definitely identified in the Archaeological APE; however five city lots are anticipated to contain eligible historic-era archaeological remains that could not be tested (see Properties Not Evaluated and Attachment F).

Properties Not Evaluated:

Thirty-four properties were exempted from evaluation per the Interim Post-1945 MOU Guidelines (Krase 1998 [Attachment C]). These exempt properties were reevaluated in 2002. Meg Scantlebury, who meets the Secretary of the Interior's Professional Qualifications Standards as an architectural historian, has reviewed the project's APE and confirmed that no other buildings appear to predate 1957 or appear to require further study, per Caltrans Interim Policy for the Treatment of Buildings Constructed in 1957 or Later (June 2001) [see Attachment G].

Five lots within the Archaeological APE are anticipated to contain eligible historic-era archaeological remains based on a study reported in Appendix E. Those remains are anticipated on lots formerly designated as 4327, 4331, 4411, 4425-4433, and 4501 Clement Street. Subsurface testing was not possible in those locations because they are presently situated under buildings and the current alignment of Oakport Street. An Archaeological Treatment Plan has been developed and is conveyed as Attachment I to address the evaluation and, in cases where eligible remains are found in direct impact areas, the treatment of those properties during phased construction of the project.

5. LIST OF ATTACHED DOCUMENTS

_A_ Project Vicinity, Location, and APE Maps

_B_ Project Vicinity, Location, and APE Maps

___ Historic Study Report (HSR)

_C_ Historic Architecture Survey Report (HASR) – Elizabeth Krase (October 1998)

_D_ Bridge Evaluations

___ Historic Resource Evaluation Report (HRER)

_E_ Archaeological Survey Report (ASR) -- Kelly Heidecker (February 1999)

___ Archaeological Excavation Report (CARIDAP, XPI, PII, PIII) --

_F_ Other (Specify): Supplemental ASR/HSR/XPhI by Jack McIlroy et al. (February 2002)

_G_ Memo updating Architectural Findings – Meg Scantlebury (April 29, 2002)

_H_ Consultation Memo to Oakland Landmarks Preservation Advisory Board (June 11, 1999)

_I_ Archaeological Treatment Plan (Koenig and McIlroy 2002)

6. FINDINGS

___ No historic properties have been identified within the APE of the proposed undertaking. Request the SHPO's concurrence that responsibilities pursuant to 36 CFR 800.4 (d) implementing Section 106 of the NHPA have been met.

_X_ Historic properties or potential historic properties have been identified within the APE of the proposed project.

_X_ Documentation appended. Request the SHPO's concurrence that responsibilities pursuant to 36 CFR 800.4(a)-(c) implementing Section 106 of the NHPA have been met. [5 potential historic archaeological properties will be discovered and treated in accordance with an Archaeological Treatment Plan submitted as Attachment I.

___ The undertaking will have no effect on historic properties as described below. Request the SHPO's concurrence that responsibilities pursuant to 36 CFR 800.4 (d)(1) implementing Section 106 of the NHPA have been met.

SUPPLEMENTAL ARCHITECTURAL FINDINGS

(Meg Scantlebury 2002)

State of California Business, Transportation and Housing Agency

MEMORANDUM

To: ELIZABETH KRASE
District Branch Chief, Architectural History
Office of Environmental Planning, South, D4

Date: 29 April 2002

From: Meg Scantlebury
Associate Environmental Planner, Architectural History
Office of Environmental Planning, South, D4

File: High Street Overhead
Seismic Retrofit Project
04-ALA-880
KP 43.6/45.5 (PM 27.4/28)
EA 16540K

Subject: Update to 1998 Historic Architecture Survey Report

I have reviewed the existing Historic Architecture Survey Report (HASR) for the above project, dated October, 1998. The 1998 HASR was prepared in accordance with the Memorandum of Understanding among Caltrans, the Federal Highway Administration (FHWA) and the California State Historic Preservation Officer (SHPO) and the Interim Post-1945 MOU Guidelines, by which post-1950 buildings and moved or substantially altered pre-1951 buildings were exempt from evaluation.

Since the completion of this 1998 HASR, the project was delayed and the source of funding has shifted from state to federal. The finished construction date is now projected to be 2006. In addition, since the completion of the HASR, the "Caltrans Interim Policy for the Treatment of Buildings Constructed in 1957 or Later" has been adopted. The Interim Policy indicates that Caltrans staff who meet the Secretary of Interior Standards for architectural history are authorized to exclude from study buildings that were constructed in 1957 or later, or appear because of alterations to have been constructed in 1957 or later.

Buildings within the Area of Potential Effects found to be exempt under the earlier MOU have since been revisited via a property information search as well as a site visit. The current Interim Policy was applied to these revisited buildings, with special attention to buildings recorded as constructed or that appear to have been constructed between 1951 and 1957; all buildings were found to be exempt. A list of addresses and notations for each site revisited is attached.

The 1998 HASR was prepared before Caltrans issued guidance on how to treat properties that might qualify as historical resources, using the criteria outlined in Section 5024.1 of the California Public Resources Code in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines. Therefore, the report mentions that certain properties do not appear eligible for the California Register of Historical Resources. In addition, since this report was completed, Caltrans has received guidance from SHPO that, when concurrence is sought directly from SHPO and not through FHWA, Caltrans may positively state that a property is or is not eligible. On this one occasion, we should request SHPO and FHWA to accept the 1998 HASR language as it is, because the 1998 HASR was

produced on a type of computer no longer available, and it would be extremely difficult to revise the old report to address these changes.

This memo is to be included with the revised HPSR, as confirmation that the 1998 HASR has been reviewed and notations have been made applying current policies to this document.

Meg Scantlebury
Associate Environmental Planner – Architectural History
Office of Environmental Planning, South

Cc: Thad Van Bueren, unit, chron, office

High Street 1998 HASR Addresses Revisited, February, 2002

Buildings constructed before 1957 (exempted under MOU in 1998)

- 833 36th Avenue — 1900/1945. Residence. Siding, windows et al replaced.
- 4919 Coliseum — 1919/1969. Motel. No sign of anything predating 1969.
- 743-751 High Street — 1945. Commercial – landscape supplies. Buildings moved.
- 760 High Street — 1919/1930. Warehouse, no visible signs of historic materials.

Buildings constructed after 1956 or have been so altered as to appear to have been constructed post-1956

- 3550 East 9th Street. — 1935/1952. No integrity. Later cladding indicates alterations c. 1970
- 4000 Alameda — 1990 warehouse
- 4010 Alameda — 1995 restaurant
- 4700 Coliseum — 1969 heavy industry
- 4701 Coliseum — 1960 industry
- 4800 Coliseum — 1963 warehouse
- 4831 Coliseum — 1970/1973 warehouse
- 600 High Street — 1989 service station
- 718-720 High Street — 1970 service station
- 475 Lesser Street — 1976 light industry
- 499 Lesser Street — 1966 warehouse
- 4601 Malat Street — 1966 warehouse
- 4626 Malat Street — 1970/1975 warehouse
- 4545 Oakport Street — 1958 warehouse
- 729 45th Avenue — c. 1960. tan brick veneer; industrial warehouse attached
- 4341 Howard Street — contemporary industrial building
- 4445 Jensen Street — industrial building, metal siding. Appears to be post 1965.
- 4600 Malat Street — contemporary warehouse
- 4610 Malat Street — contemporary warehouse
- 4401 Oakport Street — contemporary warehouse

Unimproved lots:

- 700 45th Avenue
- 730 45th Avenue
- 740 45th Avenue
- 742 45th Avenue
- 4000 Alameda Avenue
- 4619 Coliseum
- 4901 Coliseum

Note: 4344 Jensen Street was included in the 1998 HASR as part of the 4417 Oakport DPR.

CONSULTATION WITH
OAKLAND LANDMARKS PRESERVATION ADVISORY BOARD

(Gross 1999; no response received)

DEPARTMENT OF TRANSPORTATION
P O BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454

11 June 1999

file: ALA-880 KP 43.6/45.5
High Street Overhead Seismic
Retrofit Project PM 27.4/28.0
EA 16540K

Ms. Helaine Kaplan Prentice
Secretary, Landmarks Preservation Advisory Board
City of Oakland Office of Planning and Building: Zoning Division
250 Frank Ogawa Plaza, Suite 2114
Oakland, CA 94612-2019

Dear Ms. Prentice:

Enclosed are two copies of the Historic Property Survey Report (HPSR) for the proposed High Street Overhead (Bridge # 33-0040 R/L) seismic retrofit project on Interstate 880 in the City of Oakland, Alameda County. There are no significant historic architectural properties which would be affected by the project. We are forwarding this documentation to you for your information under 36 CFR § 800 (d). If the Landmarks Board wishes to review and comment on the report, we request that the Board reply by letter to Caltrans. Due to the schedule of this project, we must assume that the Landmarks Board has no comments if we do not receive a response by 15 July 1999.

The Historic Properties Survey Report includes separate reports on archaeology, historic architecture, and bridges.

Attachment A of the HPSR contains the Archaeological Survey Report (ASR), documents that there are no known archaeological resources present within the Archaeological Area of Potential Effect (APE, i.e., the project footprint, or the area that would be directly disturbed by project activities). However, the ASR also finds that intact buried archaeological resources (both prehistoric and historic) may be present within the Archaeological APE. Additional research and testing will be undertaken to determine the potential for archaeological resources.

Attachment B of the HPSR contains the Historic Architecture Survey Report, which documents the absence of National Register-eligible properties within the project APE for architectural and/or historic properties. Records of the Oakland Cultural Heritage Survey were consulted during preparation of this report. The APE for architectural and/or historic properties was set at two parcels beyond the largest proposed right of way to allow for all possible project changes; under current project designs, fewer than four parcels on Oakport Street would be directly affected. Because there are no National Register-eligible buildings within the APE, there will be no need for a Finding of Effect on historic buildings.

This Historic Property Survey Report will be submitted to the State Office of Historic Preservation for concurrence on eligible and ineligible properties. Compliance with Section 106 of the National Historic Preservation Act for this project is being accomplished pursuant to the

stipulations of the "Programmatic Agreement Regarding the Seismic Retrofit of Bridge Structures in California" (1995). Any comments you may have on this report, or further information on historic properties in the project vicinity, is an important part of data gathering under the Programmatic Agreement. If you have questions about the report, please call Lissa McKee, Senior Environmental Planner at (510) 286-5107.

Sincerely,

HARRY Y. YAHATA
District Director

By

ROBERT L. GROSS
District Office Chief
Office of Environmental Planning, South

encl.: 2- copies HPSR
cc: Betty Marvin, OCHS (transmittal letter)

bcc: branch, chron, unit, RLGross/JDGoldfine/EAKrase; LMcKee/GGmoser, RRuhlen, FHWA-Slovensky

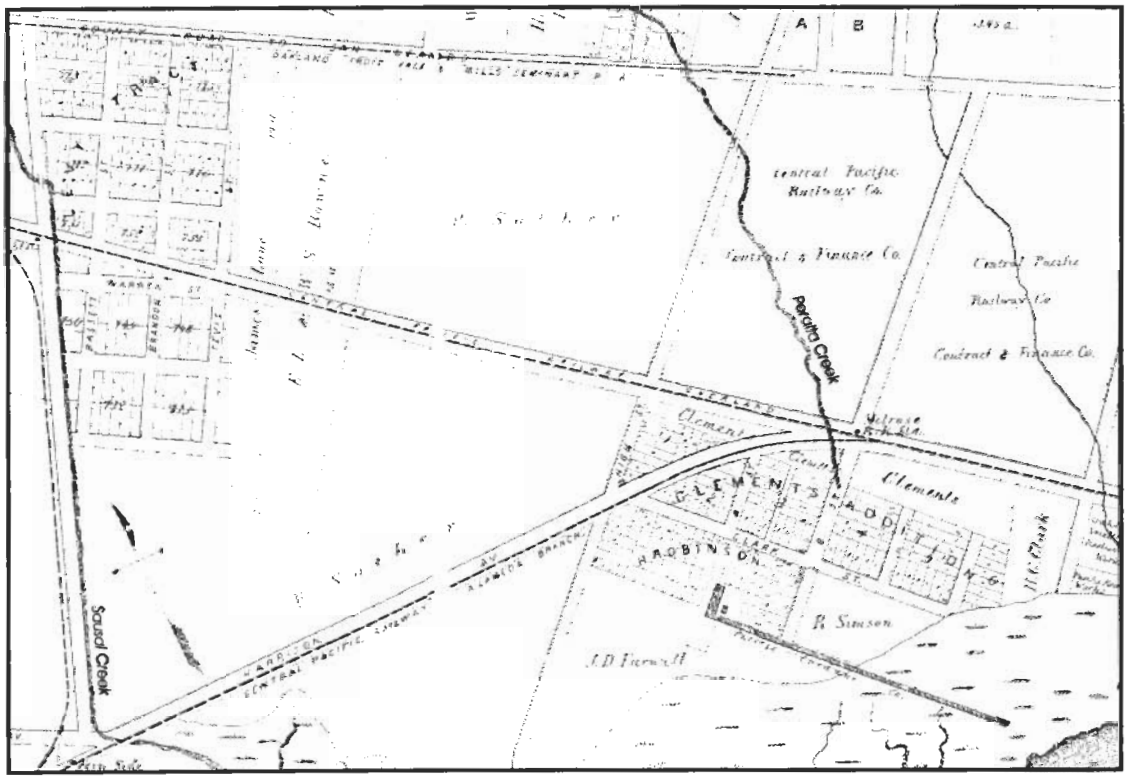
ARCHAEOLOGICAL TREATMENT PLAN

(Koenig and McIlroy 2002)

ARCHAEOLOGICAL TREATMENT PLAN FOR THE HIGH STREET OVERHEAD SEISMIC RETROFIT PROJECT

ALA-380 KP 43.6/45.5 (PM 27.4/28.0)
in the City of Oakland, California, Alameda County

EA 16540K CU 04248



Prepared for the California Department of Transportation

ANTHROPOLOGICAL STUDIES CENTER
SONOMA STATE UNIVERSITY
ROHNERT PARK, CA 94928

ARCHAEOLOGICAL TREATMENT PLAN FOR THE HIGH STREET OVERHEAD SEISMIC RETROFIT PROJECT

ALA-380 KP 43.6/45.5 (PM 27.4/28.0)
in the City of Oakland, Alameda County, California
EA 16540K CU 04248

submitted to:
Thad Van Bueren
Senior Environmental Planner

prepared for:
Caltrans District 4
111 Grand Avenue
Oakland, California 94623

prepared by:
Heidi Koenig and Jack Mc Ilroy

Principal Investigator, Adrian Praetzellis
Project Manager, Mary Praetzellis

submitted by:
Jack Mc Ilroy, Staff Historical Archaeologist

J. Mc Ilroy 6 March 2002
(signature) (date)

ANTHROPOLOGICAL STUDIES CENTER
Sonoma State University
1801 East Cotati Avenue
Rohnert Park CA 94928

March 2002

SUMMARY OF FINDINGS

This report is an archaeological treatment plan (TP) for five properties that will be directly impacted by the High Street Overhead Seismic Retrofit Project (High Street Project). The High Street Project will replace the existing overhead structure with a new wider structure that meets current design standards. Depth of excavation for the new column footings is estimated to range from 2 to 3 meters (6 to 10 feet) (Heidecker 1999:20). The State Route 77 interchange (at 42nd Avenue) will be reconfigured at grade, with frontage roads reconstructed as required. East Eighth Street will be realigned to the south through a parking lot. Oakport Street will also be realigned which will involve the acquisition and demolition of buildings between Oakport and Jensen streets.

The Area of Potential Effects (APE) for the High Street Project is defined as extending from 37th Avenue to 46th Avenue along the I-880 corridor. Previous research identified five locations within the APE that will be directly impacted according to current project plans and are considered likely to contain National Register of Historic Places (NRHP) eligible archaeological deposits and features. These locations are the former lots at 4327, 4331, 4411, 4425-4433, and 4501 Clement Street. The five properties are at present, partially covered by Oakport Street and several buildings that will not be removed until the construction project is initiated.

The purpose of the TP is to supply a historic context—including research questions, evaluation criteria, and data requirements—within which to evaluate anticipated archaeological remains and then recover any important data judged to meet those defined criteria of significance. Archaeological sites in Oakland, as in most urban areas, are invisible, buried under modern created land surfaces. The potential for archaeological resources in this portion of the APE is high since the area was occupied prior to the availability of municipal refuse services. Subsurface test trenching in 2001 exposed historic-period artifacts within the boundaries of all properties listed above. Although those trenches were placed with the principal aim of determining the presence or absence of prehistoric archaeological remains, they also confirmed the depositional history present in the immediate vicinity of the sensitive historic archaeological lots discussed here. Many of the datable artifacts recovered during that work were determined to be from the 1880s and 1890s.

Expected resource types include privies and other refuse-filled features associated with domestic occupation sites. Inadvertent fill, associated with the 1898 explosion of a fuse manufacturing company, may also be encountered. Similar to deposits associated with the 1906 San Francisco earthquake and fire, a layer such as this is a significant stratigraphic marker, effectively representing a "moment in time." Deposits related to this layer may also contribute greatly to the research themes outlined in the research design and could provide valuable diachronic data on questions related to Theme A (Consumer Behavior/Strategies), Theme B (Ethnicity/Urban Subcultures), and Theme C (Urban Geography).

The following plan defines the approaches that will be used to discover archaeological remains in sensitive portions of the High Street APE, evaluate their importance and NRHP-eligibility, and recover important data from any eligible remains that will be impacted by the project.

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CHAPTER 1
INTRODUCTION

This report is a treatment plan (TP) for five properties that will be directly impacted by the High Street Overhead Seismic Retrofit Project (High Street Project). These properties are considered likely to contain National Register of Historic Places (NRHP) eligible archaeological deposits and features based on the results of previous research (Heidecker 1999; Mc Ilroy et al. 2002). Presently the five properties are partially covered by the current Oakport Street and several buildings that will not be removed until the construction project is initiated. The purpose of the TP is to supply a historic context—including research questions, evaluation criteria, and data requirements—within which to evaluate anticipated archaeological remains and then recover any important data judged to meet those defined criteria of significance. This assessment is mandated by Section 106 of the National Historic Preservation Act. Compliance with this act is being achieved through implementation of the Programmatic Agreement regarding the seismic retrofit of bridge structures in California between Caltrans, the Federal Highway Administration (FHWA), the California State Preservation Officer, and the Advisory Council on Historic Preservation.

This treatment plan was prepared by the Anthropological Studies Center (ASC), Sonoma State University, Rohnert Park. Jack Mc Ilroy, a Registered Professional Archaeologist (RPA) with an M.A. Prelim in Archaeology and 20 years of archaeological experience (7 in California), assessed the historic archaeological potential of the project area. The historical context and documentary research was undertaken by Heidi Koenig, a graduate student in Cultural Resources Management. ASC graphics specialist Maria Ribeiro prepared the report illustrations. Suzanne Stewart edited the report. The research design and treatment plan builds upon prior work in the vicinity (Praetzellis 1994; Praetzellis and Praetzellis 1993) and was authored by Mary and Adrian Praetzellis (Praetzellis 1994; Praetzellis and Praetzellis 1993). Heidecker's (1999) comprehensive and detailed ASR greatly facilitated the preparation of this treatment plan.

Highway Project Location and Description

The High Street Project (EA 16540K, CU 04248) is located along Interstate 880 from KP 43.6 to 45.5 (PM 27.4 to 28.0) in Oakland, Alameda County, California (Figures 1 and 2). The existing High Street Overhead structure is over 50 years old and does not meet current seismic standards. Caltrans proposes to replace the existing overhead structure with a new wider structure that meets current design standards. Depths of excavation for the new column footings are estimated to range from 2 to 3 meters (6 to 10 feet; Heidecker 1999:20). The State Route 77 interchange (at 42nd Avenue) will be reconfigured at grade, with frontage roads reconstructed as required. East Eighth Street will be realigned to the south through a parking lot. Oakport Street will also be realigned and will involve acquisition and demolition of buildings between Oakport and Jensen streets. A full description of the project is given in Heidecker (1999:1).

Area of Potential Effects

The APE for this project was established in consultation with the Federal Highway Administration (FHWA) and is shown in Figure 3. This APE reflects the current scaled down version of the project. Earlier studies focused on a somewhat larger study area, as reported in the original Historic Property Survey Report for this project (Heidecker 1999) The current APE extends from 37th Avenue to just beyond 46th Avenue and encompasses portions of adjacent surface streets that will require reconfiguration. These local streets include East 8th Street, Jensen Street, Oakport Street, 37th Avenue, 42nd Avenue, High Street, 45th Avenue, Coliseum Way, and Alameda Avenue. Commercial properties between High, Jensen, and Oakport streets on the west side of I-880 are included within this project footprint.

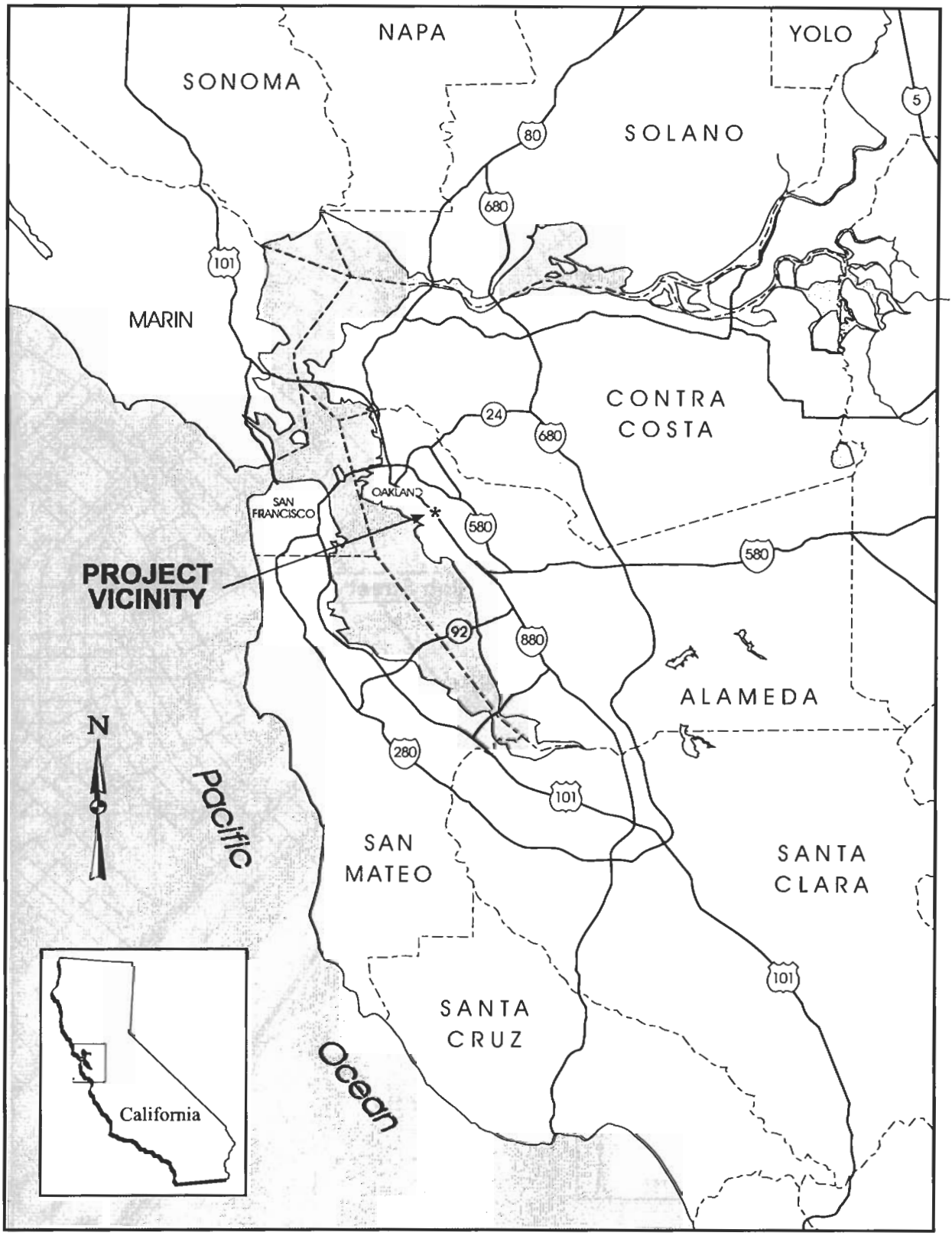


Figure 1. Project Vicinity. High Street Overhead Seismic Retrofit Project.

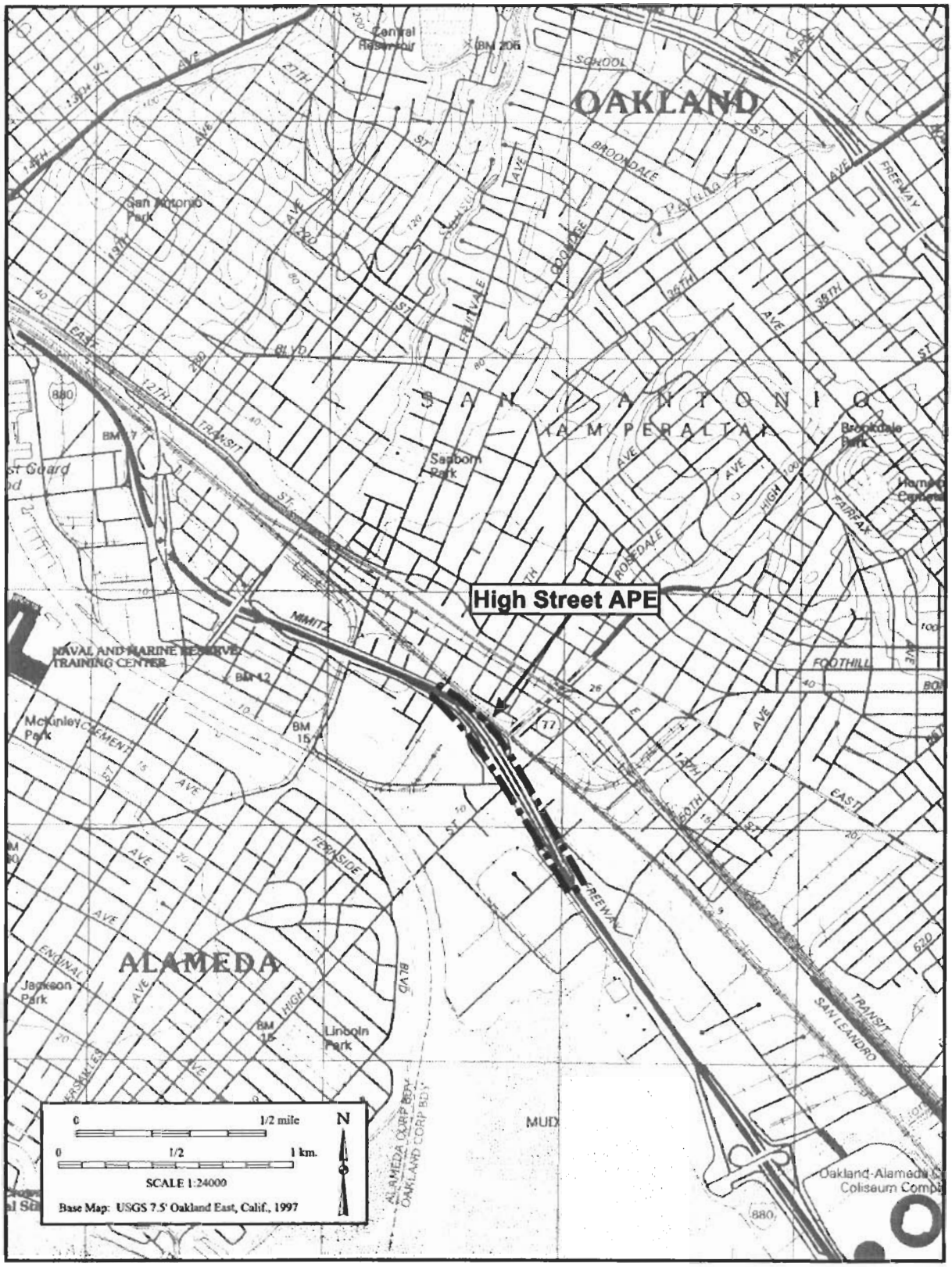


Figure 2. Project Location. High Street Overhead Seismic Retrofit Project.

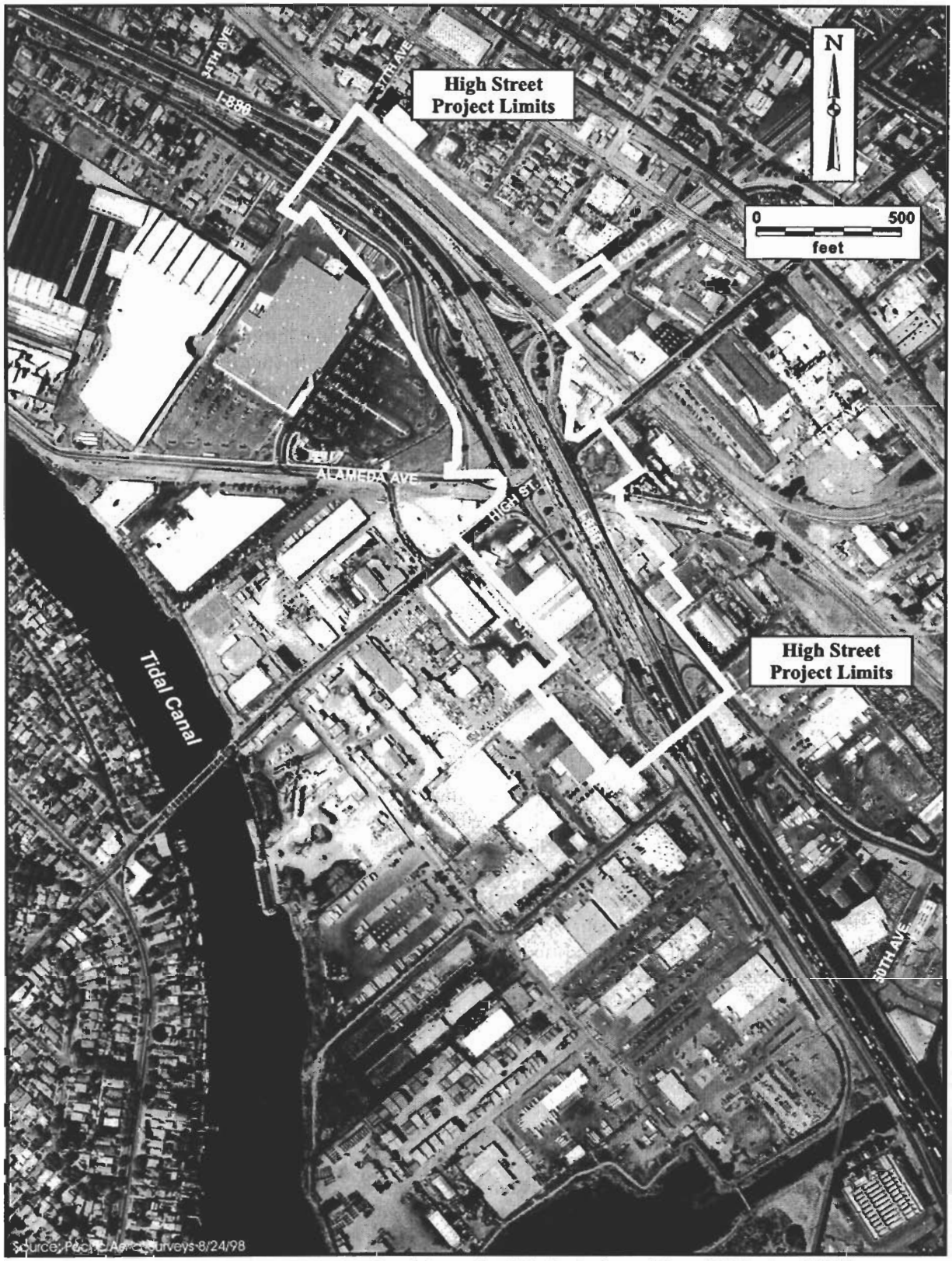


Figure 3. Aerial View Showing the Project Footprint Limits (adapted from Heidecker 1999). High Street Overhead Seismic Retrofit Project.

Previous Studies

Heidecker (1999) has comprehensively researched the background of the APE and its surroundings and provided sections on the environment, ethnography, archaeology, and history. She defined several areas of historic-period archaeological interest within the APE. A supplemental investigation by Mc Ilroy and others (2002) concluded that the Area of Direct Impact (ADI) between High Street, Jensen Street, and the approximate extensions of Coliseum Way and 46th Avenue was the only portion of the APE likely to contain NRHP-eligible historic archaeological deposits and features. In particular, former residential occupations at 4327, 4331, 4411, 4425-4433, and 4501 Clement were considered likely to have produced eligible deposits and features.

Sources Consulted

Block Books indicate property owners, tax assessments, and other information useful for historical research. The first Block Book for the Township of Brooklyn was done in approximately 1880 (the book includes a stamp "about 1880" indicating perhaps several years of assessments within the single volume). The Township of Brooklyn also has available Block Books from various dates between 1889 through 1901. Brooklyn Township was annexed into the City of Oakland in 1909 and from that date was included in Oakland's volumes. Sanborn Fire Insurance Company maps of Alameda and Oakland were studied for the years 1897, 1903, 1912, and 1925. Other historical maps of Oakland were also reviewed. The maps were researched at the Bancroft Library and at the Earth and Sciences Library of the University of California, Berkeley, and at the Oakland History Room, Oakland Public Library. To uncover information about the specific residents of the houses in the ADI, research was conducted using various years of the Great Register of Voters and City Directories, and United States Census manuscripts for the years 1880, 1900, 1910, and 1920. Newspaper articles about the 1898 explosion in the project area were found using the newspaper index in the Oakland History Room. Several previously written histories were fundamental for writing the historical overview section of this report, especially Heidecker (1999) and Olmsted and Olmsted in *West Oakland: A Place to Start From* (Praetzellis 1994). Other sources are listed in the Bibliography.

Report Goals

According to National Park Service (NPS) guidelines, archaeological sites in urban areas "are likely to be more or less invisible, buried under modern created land surfaces." For this reason, the discovery phase of urban archaeological research "consists of field checking predictions made on the basis of archival research" (NPS 1985:36).

Guidelines issued by the Advisory Council on Historic Preservation (ACHP) in its booklet *Identification of Historic Properties* provide more detail, stating that the identification phase consists of using "available information to develop a 'predictive model' indicating where historic properties are likely to exist." The guidelines go on to state that "a predictive model should not be regarded as reliable until it has been tested against objective information derived from field work." To test a model, it is necessary to inspect "both locations that are predicted to contain historic properties and locations that are predicted <u>not</u> to contain them" (ACHP 1988:21-22; emphasis in original). Testing was not possible in the western portion of the APE considered likely to contain eligible historic-period archaeological resources because the current Oakport Street and several large commercial buildings cover that area. However, trenching was accomplished in adjacent eastern portions of the APE, as reported by Mc Ilroy and others (2002). That work did provide insights regarding natural and cultural soil development processes and the depth of modern fill overlying the historic land surface.

The Council's regulations for Identification and Consideration of Archaeological Properties in an Urban Context (36 CFR 801) also recognize the problems in identifying urban archaeological phenomena. The regulations require archival research to define the likelihood that (1) potentially NRHP-eligible properties may have been created on the site and that (2) subsequent disturbance would have destroyed them. Where

potentially eligible properties are likely to be present, the project proponent must "fund a professionally supervised and planned archaeological salvage program."

Since evaluations are often made in the field—allowing little time for the archaeologists to reflect on their decisions—it is essential that criteria are established that define the qualities that a property must possess for it to be NRHP-eligible. Thus, an important goal of this document is to provide this essential guidance in the form of a detailed research design. This is accomplished by identifying locations where significant research values and survival potential coincide with project impacts; by providing a detailed historic context, including research questions, evaluation criteria, and data requirements, within which to evaluate resources uncovered during archaeological investigations; and by defining appropriate data recovery measures for potentially eligible properties.

CHAPTER 2
HISTORICAL OVERVIEW

PRESENT ENVIRONMENT

The San Francisco Bay area lies within the Coast Ranges geomorphic province, which is characterized by a series of nearly parallel, northwest-trending mountain ranges, and by similarly trending valleys and fault systems. The High Street Project area is situated along the east-central side of San Francisco Bay in the eastern part of Oakland, California. The bay is a large body of open water about 88 km long and 5 to 19 km wide (about 55 miles long and 3 to 12 miles wide) that is generally less than 3 m (10 ft.) in depth, although some deeper channels are present. The deepest channel lies at a depth of approximately 104 m (340 ft.) beneath the Golden Gate Bridge between the San Francisco and Marin peninsulas. The bay is surrounded by numerous tidal marshlands that lie at or near sea level. The marshlands are generally bordered by gently sloping landforms that form a series of broad alluvial fans and floodplains within the valleys that extend from the bay into the surrounding uplands. The uplands consist of rounded hills and relatively steep mountain slopes, with ridges that are more than 305 m (1,000 ft.) above mean sea level (amsl) and a few peaks that are more than 1,220 m (4,000 ft.) amsl.

The Oakland area enjoys a Mediterranean climate that is characterized by mild, wet winters and warm, dry summers. Temperatures range from 65 to 90 degrees Fahrenheit during the summer, and from 30 to 55 degrees Fahrenheit in the winter, with a mean annual temperature of about 56 degrees. Precipitation generally occurs between October and April, with a mean annual precipitation of 25 inches or less. The prevailing winds are generally from the west-northwest, with a wind speed of 6 miles per hour or less, more than 50 percent of the time (Welch 1981:1).

SPANISH AND MEXICAN PERIOD

In 1769 Gasper de Portola and his party were the first Spanish explorers in Alta California to see the San Francisco Bay. Realizing the strategic importance of the harbor, Captain Juan Bautista de Anza returned in 1776 to establish the San Francisco Presidio. The same year, Mission San Francisco de Asís (Mission Dolores) was established on a creek several miles southeast of the presidio. Other missions were established around the bay, including Santa Clara de Asís in 1777 and San Jose in 1797. During the Mission period (1776 to mid-1830s), the mission fathers were responsible for overseeing the vast areas of land that were allotted to each individual mission. With the help of the local Indians as a large labor force, the missions were leading producers of food and hides and tallow from their large herds of cattle. Life in the missions was devastating for the Indian populations. At Mission San Jose, between the years of 1802 and 1822, 4,573 Indians were baptized, but 2,933 Indians died, and by 1822 only 1,620 Indians had survived (Baker 1914:449). Under Mexican rule after 1822, the mission population continued to decline.

After the secularization of the missions by the Mexican government in 1833, the vast tracts of mission lands were granted to deserving citizens. Before secularization the Spanish governments awarded only three individuals with large landholdings in what now constitutes the counties of Contra Costa, Alameda, Santa Clara, Santa Cruz, and San Francisco. One of these unusual land grants was given to Sergeant Luis Maria Peralta on 3 August 1820 by Governor Pablo Vincente de Sola. Peralta had been on the Anza expedition of 1776 at age 17. He enlisted in the Monterey Presidio, transferred to the San Francisco Presidio, and helped to found the mission in Santa Cruz in 1791. In 1807 he was appointed *comisionado* at Pueblo San Jose, a post he held until the transfer of leadership to the Mexicans in 1822 (Bagwell 1982:11-12).

Peralta's grant, which he called Rancho San Antonio, was 43,000 acres and included all of present-day Albany, Berkeley, Emeryville, Oakland, Piedmont, Alameda, and part of San Leandro (Buss 1982:20). The rancho adobes, which were located at 2511 34th Avenue, have been a City of Oakland Landmark site since 1975. In 1842 Don Luis Maria Peralta divided the Rancho San Antonio between his four sons. The

High Street Project is located in the 15,000 acres given to Antonio Maria Peralta, the third youngest son, and included the area that would later become Brooklyn Township and the Melrose District (Hoover et al. 1990:9).

Brooklyn Township supported the only timber in the East Bay that was suitable for building. "The Redwoods of San Antonio" was the location of a lumber camp until 1849, when the last trees were felled. The land of Rancho San Antonio was also used for grazing and farming, although the coastal portions were uninhabited prior to 1850 (Hoover et al. 1990:18).

Like so many of the Californio ranchos throughout California, Rancho San Antonio was subject to squatters and land speculators during the beginning of the American period. The American annexation of California in 1846 prompted some Americans to immigrate, but it was not until the initial gold discovery in 1848 and the rush to San Francisco and the gold fields in 1849 that land-hungry Euro-Americans began to challenge the Californio rancheros to their land rights.

American Period

Until the arrival of the Americans, land was abundant and settlers were few, so in 1850, when three squatters built a small house on what would become the foot of Broadway and claimed the surrounding 160 acres of land, Vicente Peralta did little to stop them. Peralta eventually negotiated a lease with Edson Adams, Horace W. Carpentier, and Alexander J. Moon. The three men hired a Swiss engineer, Julius Kellersberger, to design a street grid for the new town they intended to form, and they began selling lots of land, although they did not own the land they were selling (Bagwell 1982:27). After an extended legal battle, Peralta sold almost all of his land to pay for legal fees. In 1852 Carpentier sponsored a bill incorporating the town of Oakland; two years later the bill was recognized and Oakland officially became a city.

Others leased land from the Peraltas, including Moses Chase and the Patten brothers, Robert, William, and Edward. They laid out the town of Clinton on a tract of 480 acres leased from Antonio Peralta in 1853 and built a bridge across the San Antonio Slough to connect their new town with Oakland. Another small town, San Antonio, was surveyed in 1854. By 1856 Clinton and San Antonio were combined to form Brooklyn. In 1870 the township of Brooklyn was incorporated (Hoover et al. 1990:18-19).

The growth of Oakland and its surrounding communities was linked to the success of San Francisco. Oakland was an early industrial center, supplying goods and services to those across the San Francisco Bay who had fewer natural resources to exploit as well as a more limited land base within which to operate. Oakland also became an ideal location for more inexpensive housing for working-class families. Oakland was a city reliant on good transportation methods for commuting and exporting products.

In 1863 a wharf was constructed at the foot of Seventh Street to provide ferry service to San Francisco, and a daily rail service along Seventh Street connected downtown Oakland to the ferry terminal. The following year the San Francisco & Alameda Railroad Company began service to Brooklyn Township and the Melrose District at 46th Avenue. Schooner service was also provided to San Francisco from Clark's Landing on the San Leandro Bay.

Antonio Peralta sold the land that was to become the Melrose District of Brooklyn Township to Henry S. Fitch for $14,000 (Oakland Unified School District 1992:3). In order to serve the cattle ranching industry that was flourishing in the area, Fitch created Fitchberg and built a cattle-loading depot on Melrose Street near 47th Avenue in the 1870s. Melrose Station became the terminal point of the Southern Pacific Railroad local line.

An 1871 historic map shows the ADI not yet divided into lots (Figure 4). The nearest structures were H. Clarke's House, Clark's Landing, and a barn. H.C. Clark had emigrated to California in 1850 from Ohio. In 1853 he moved to Brooklyn Township and established several business endeavors, including managing a line of schooners between his landing and San Francisco. He also owned the Pacific Reduction Works, a smelting and reduction plant, located southeast of the ADI.

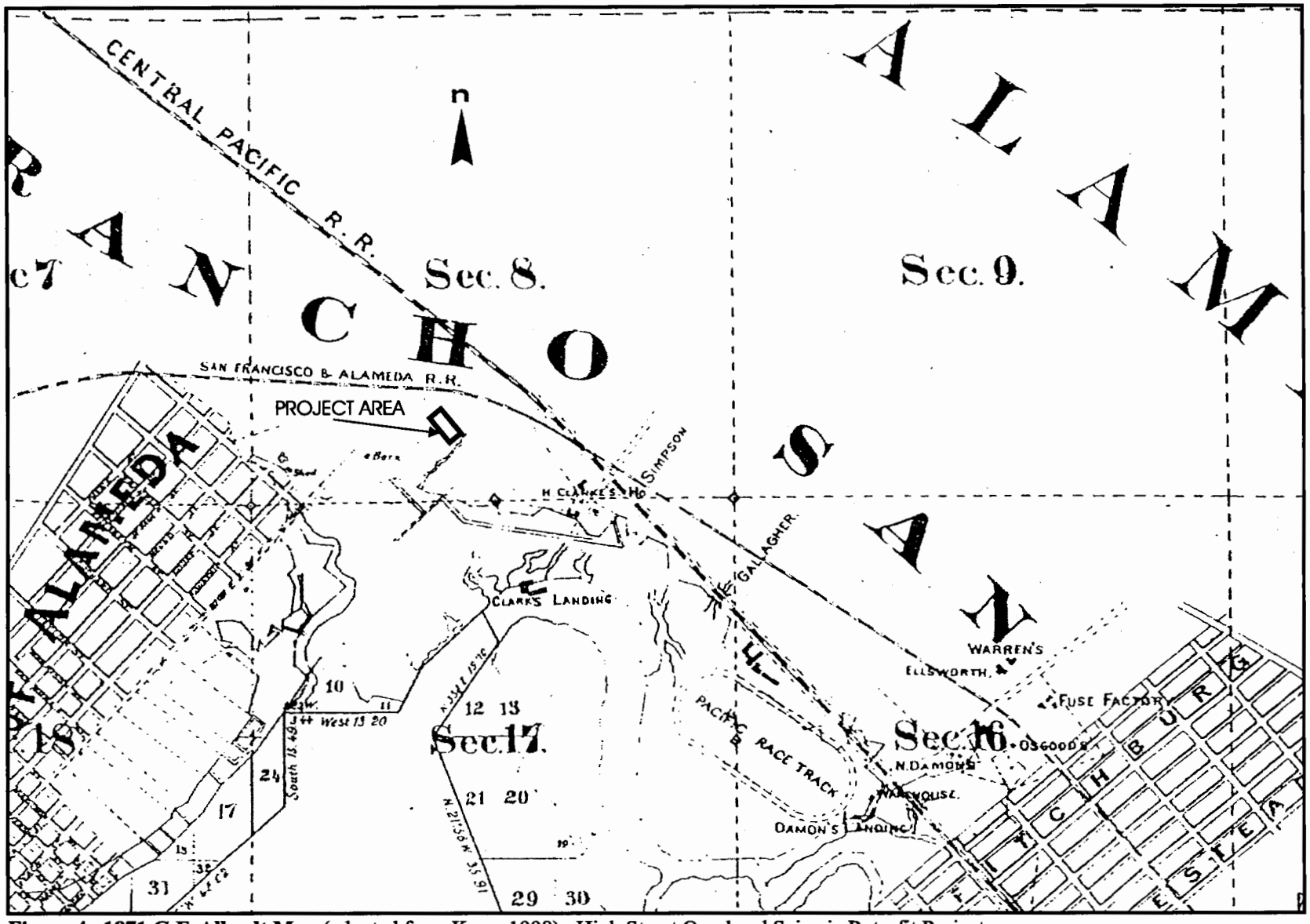


Figure 4. 1871 G.F. Allardt Map (adapted from Krase 1998). High Street Overhead Seismic Retrofit Project.

In 1873 the Pacific Cordage Company began operations immediately southwest of the ADI. At the time it was one of only two cordage manufacturers on the Pacific Coast. The buildings were severely damaged in an 1898 explosion (discussed below), although they had not been in use for several years before that event.

The 1878 Thompson & West map (Figure 5) shows the ADI as part of a tract owned by H. Robinson. The Block Book for Township of Brooklyn from 1880 indicates that Lot 8 had improvements done in that year. Daniel Connor and his wife, Margaret, both from Ireland, owned the parcel. The 1880 census reveals that Margaret Connor was actually widowed, although the property remained in her husband's name until 1889. The 1880 census tells of neighborhood that included many farmers and dairymen. A large percentage of the residents were originally from the British Islands, Canada, and the United States. The population was relatively young and there were many children.

Despite the almost rural impression of the area from the census manuscripts, there were many industrial works operating in the neighborhood. The abundance of land and close proximity to the water made Melrose an ideal location for large factories and warehouses. The area was promoted in one of Oakland's newspapers as a model location for both industrial and residential use.

> With its background of gently sloping lands from the hills for residence purposes and a great stretch of level land for the accommodation of factories, warehouses, and other lines of business, it could hardly be possible to find a finer situation for the founding of a great city [*Oakland Tribune* 7 July 1907].

The "great stretch of level land" was also increasingly residential. At this time the population of Melrose continued to be primarily those of western-European descent, now including many from Germany, Switzerland, and the Low Countries. Occupations continued to be working class, but there was an increase in clerical and professional jobs such as clerks, teachers, and engineers.

The 1899 Block Book hinted at a local disaster that occurred in the ADI and surrounding area. Block Books were organized by block with lot lines, lot numbers, owners, improvements, and other general information located in the block sketch. The facing page was reserved for comment and in most cases was left blank or included nominal changes about ownership or payment. However, the facing page for the ADI in the 1899 Block Book listed all the properties on the block that had been damaged or destroyed by an "explosion." Further research led to an amazing story about the explosion and the destruction that it caused.

On the evening of 18 July 1898, so the story goes, a Chinese man by the name of Gung Ung Chang, or Gong Wong Chang, killed another Chinese man named Ham Si Sing due to a quarrel over a $48 lottery ticket. In order to evade the police, Chang fled to his place of work, the Western Fuse and Explosive Company located on the corner of Clark (Clement) and A (45th) streets (across from the ADI). He barricaded himself in the magazine building, which contained at least five tons of gunpowder. Chang threatened to blow up the building if anyone came near. Several deputy sheriffs and other law enforcers took turns guarding the magazine, while they repeated demands for surrender throughout the night.

At 5 am the following morning, Chang said he wanted to speak with the officers. As they approached, the explosion took place. Constable Koch, four deputy sheriffs, a neighbor, and Chang died in the blast. The buildings of the fuse company were completely destroyed, along with four houses on Clark Street. Forty houses were severely damaged, as was the Pacific Cordage Company buildings, which had long since been abandoned.

The aftermath of the explosion was horrific. Neighbors were injured and homeless. The explosion broke windows several blocks away and was felt as far away as San Jose. Newspapers headlined the event (Figure 6) and flags were requested flown at half-mast. Body parts were reportedly found several blocks away. The neighbors threatened to sue the fuse company for damages. Most rebuilt their houses. The Western Fuse and Manufacturing Company did not rebuild in that location (*Oakland Enquirer* 19 July 1898:1-8; *Oakland Tribune* 18 July 1898:1-5).

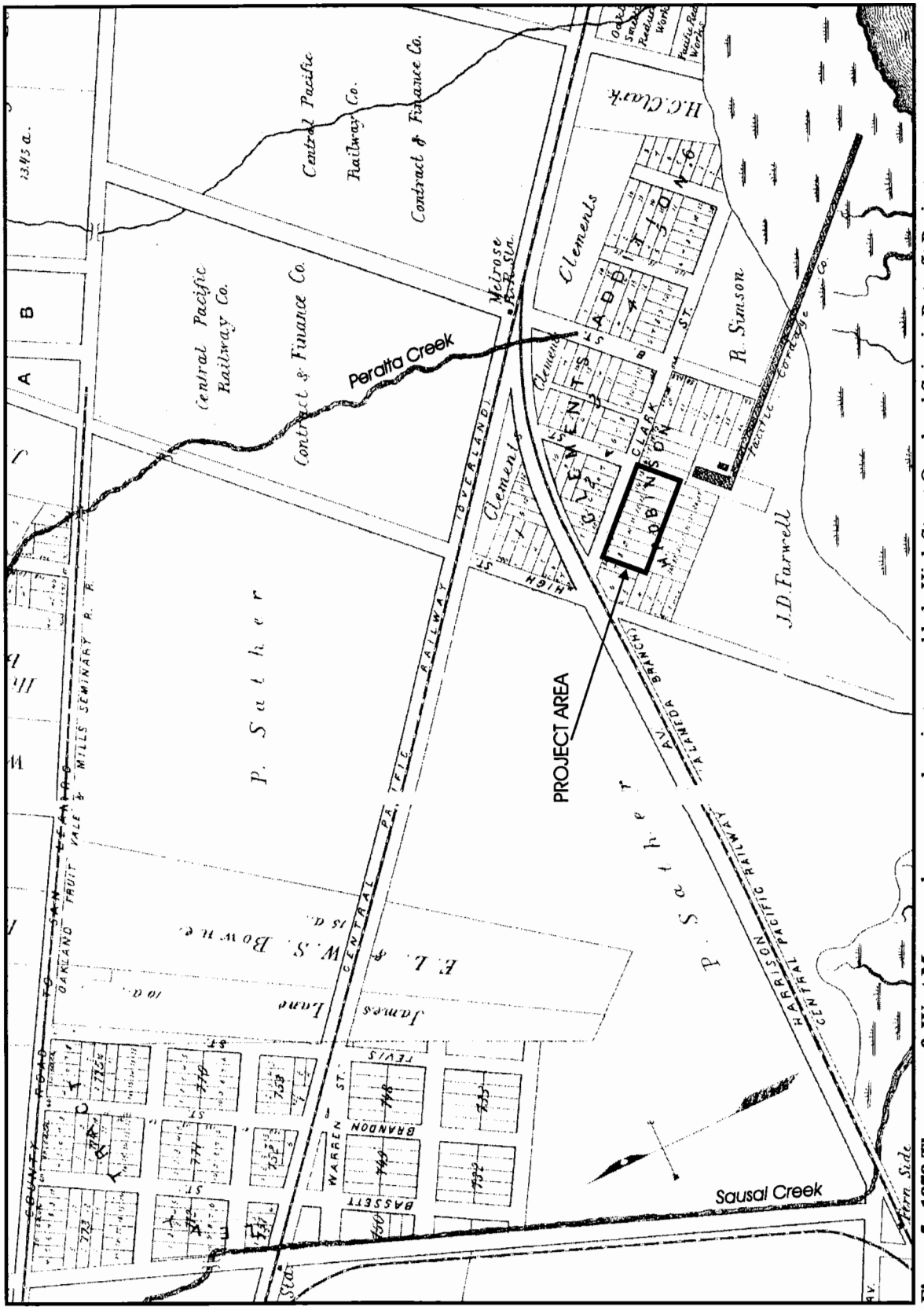
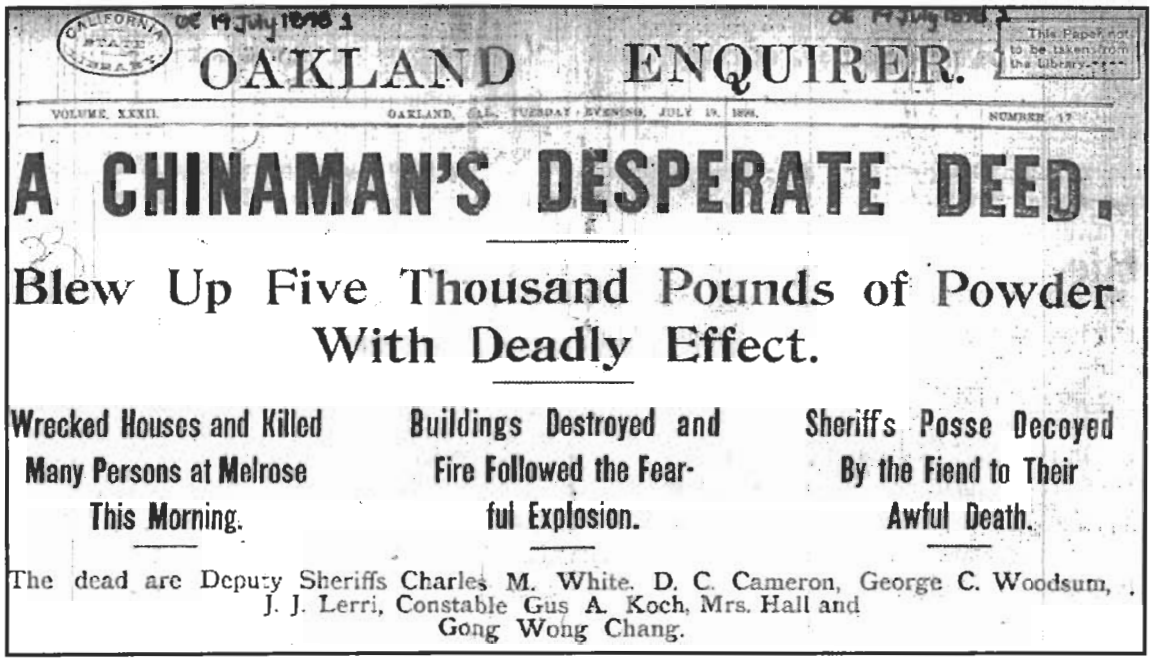


Figure 5. 1878 Thompson & West Map; creek names and project area added. High Street Overhead Seismic Retrofit Project.



OAKLAND ENQUIRER.

VOLUME XXXII. OAKLAND, CAL., TUESDAY EVENING, JULY 19, 1898. NUMBER 17

A CHINAMAN'S DESPERATE DEED.

Blew Up Five Thousand Pounds of Powder With Deadly Effect.

Wrecked Houses and Killed Many Persons at Melrose This Morning.

Buildings Destroyed and Fire Followed the Fearful Explosion.

Sheriffs Posse Decoyed By the Fiend to Their Awful Death.

The dead are Deputy Sheriffs Charles M. White, D. C. Cameron, George C. Woodsum, J. J. Lerri, Constable Gus A. Koch, Mrs. Hall and Gong Wong Chang.

EXTRA Oakland Tribune. 5th Edition

VOL. XXXVI. OAKLAND, CALIFORNIA, TUESDAY EVENING, JULY 19, 1898. NO. 194

SIX BLOWN TO ETERNITY

THE DEATH ROLL.

CHARLES WHITE, eldest son of Sheriff White.
GUS KOCH, Constable of Oakland Township.
J. J. LERRI, Deputy Sheriff.
GEO. C. WOODSUM, Deputy Sheriff, Berkeley.
D. C. CAMERON, Deputy Sheriff.
MRS. HILL, of San Francisco.
The murderous Chinese was also killed.

Murderous Chinese Fires the Fuse Works' Magazine.

Held at Bay, He Causes the Explosion Which Kills Five Officers, One Woman and Blows Himself Into Atoms.

Figure 6. Newspaper Headlines the Evening after the Explosion. *Oakland Enquirer*, 19 July 1898:1, 6, 8; *Oakland Tribune*, 19 July 1898:1-5.

Anti-Chinese sentiment during this period was strong and the story must be viewed with caution. The series of Chinese Exclusion Acts that began in 1882 were still in effect. The height of terrorism against the Chinese population that had occurred in the late 1880s had subsided, although by no means were they free from discrimination at the end of the 19th century. Businesses advertised that they operated without the help of Chinese labor. Being denied most amenable employment, many Chinese were forced to work in dangerous occupations, such as at the fuse manufactory. Newspaper articles about the 1898 explosion were unforgiving, although some attempt was made to pardon the many other Chinese men who lived and worked for the company. Only one interview with neighbor Charles Stephenson offered another possible scenario to the event. Stephenson reported that he saw a plank fall outside the door to the magazine just prior to the explosion. He believed it possible that the plank was being used to force the door open. This account was supposedly proven false by the deputies who confirmed that "no force was used on the barricade" (*Oakland Tribune* 19 July 1898:5). The use of a Chinese scapegoat, a man already accused of murder, could have been easier than any admission of guilt by lawmakers for a blast that caused so much devastation.

The New Century

In 1901 the U.S. Army Corps of Engineers completed a project that created an island out of Alameda. The "U.S. Tidal Canal" became a navigable channel that joined San Leandro Bay with Oakland Inner Harbor and generated more economically valuable shoreline for Oakland. Several years later the 60- year monopoly on the use of Oakland's waterfront was finally broken, and new railroads were constructed that connected Oakland and its outlying communities. Industries were attracted to the newly created shoreline, accelerating growth in the vicinity of the High Street project area.

After the 1906 San Francisco earthquake and fire, the Melrose District received a huge influx of home-seekers. Three years later, Oakland annexed 30.33 square miles of Brooklyn Township, including Fruitvale, Melrose, and Fitchburg.

The population in the ADI remained remarkably stable after the 1898 explosion. Most owners rebuilt and remained in the neighborhood. The fact that the Western Fuse Company did not rebuild may have been an incentive for many to stay. Residents continued to be primarily western-European and American-born. The immediate neighborhood around the ADI remained mixed industrial/residential.

Municipal utility services greatly improved following the turn of the century. Oakland's first sewer was installed in 1864 from Fourth and Broadway to San Antonio Creek. By 1872 the city's growth prompted the initial planning of an expanded system that included approximately sixty miles of drainage pipes that would empty into Lake Merritt. The system was constructed between 1874 and 1875, although it could not handle both storm runoff and the volume of sewage and caused severe pollution in the lake. Finally, beginning in the mid-1890s, the city installed a sewer system that carried waste out into the San Francisco Bay. In connection with several annexations, including those of Brooklyn and Melrose, the system was expanded and modernized (Bagwell 1982:131). In the High Street Project Area, water pipes were installed beneath High Street and San Leandro Road by 1903 (Sanborn 1903). By the early part of mid-century, water, sewer, electrical, and gas lines had been constructed throughout the High Street APE (Heidecker 1999:8).

Near the ADI several new companies opened during the first two decades of the 20th century. The Leona Chemical Company operated a chemical manufacturing business out of several buildings located on a large parcel of land to the west of High Street between Clement Street and the Southern Pacific Railroad tracks. The company was in business between at least 1910 until 1921 (Heidecker 1999:16). In 1913 the Clorox Company (Electro-Alkaline Company) began its operations. The Clorox buildings are still located on 2 acres of land between Wattling Street, High Street, 42nd Avenue, and the Southern Pacific Railroad tracks. Clorox was one of the first companies in the United States to commercially produce liquid chlorine bleach. In 1916 Clorox developed a less-concentrated solution for domestic use and the product became a household name. Production at this location stopped in 1992 and the buildings are currently used for storage (Heidecker 1999: Attachment B, Krase 1998). Also near the ADI were several smaller businesses, such as Gilbin's

Dairy on the corner of Commerce and High streets, the Standard Oil Company on High and Clement streets, and Murata Nursery on High Street.

The 1920 census manuscript indicates a slight change in the demographics of the project area. Although the majority of the residents continued to be of western-European descent, several families had moved into the neighborhood representing other ethnicities. Japanese families and a Portuguese family occupied residences within the ADI. Several Italians had moved into the neighborhood, as well as a few Mexican families.

Completion of the Bay Bridge in 1936 affected the use of the railroad and consequently the surrounding neighborhoods. With increased automobile transportation and a new route to San Francisco, living near a railroad depot became less important. The result was an exodus of middle- and upper-income families to more distant suburbs. At the same time, Oakland's population soared with the influx of military personnel during World War II, as well as recruitment of factory workers—mostly from the southern states. The High Street Homes, built in 1944 southeast of the ADI, consisted of 540 residential units and was one of the largest "temporary" housing projects built in Oakland. The project was restricted to white wartime workers. Although the buildings were meant to be temporary they continued to be used as low-income housing until the early 1960s.

The last trains served Melrose Station in 1941. Increased auto traffic resulted in the construction of the East Shore Freeway, eventually designated as Interstate Route 880 in 1949-1950. The freeway included the High Street Overhead structure that will be retrofitted for this project. Construction of the freeway included right-of-way acquisition, as well as the relocation or demolition of approximately 175 residences. South of 50th Avenue the freeway ran through what was mostly undeveloped land before 1950. Soon after the freeway was completed, this area was quickly developed into the suburban housing tracts of San Leandro and Hayward.

CHAPTER 3
RESEARCH CONTEXT

by Mary Praetzellis and Adrian Praetzellis

INTRODUCTION

The preceding chapter has presented a historic-period overview of the project area in Oakland. Occupation over an extended period inevitably creates a material record in the form of archaeological deposits. This chapter begins by outlining the mandated framework for archaeological research in the context of the Section 106 process. Next, research contexts for historic archaeological investigations of the High Street Project area are presented. These include the identification of expected property types and the development of research themes appropriate to the project area. Within each theme is a series of research questions for the archaeological property types that are anticipated in the ADI of the High Street Project.

RESEARCH FRAMEWORK

In the context of a Federal undertaking, the legal significance of cultural resources is critical because it determines whether the properties "should be considered for protection from destruction or impairment" (36 CFR 60.2). Impacts to historic properties listed or eligible for listing in the National Register of Historic Places must be considered in accordance with the regulations of the Advisory Council on Historic Preservation (ACHP) set forth in 36 CFR 800. Cultural remains determined to be not significant usually do not require further management consideration.

NRHP Criteria for Evaluation

> The significance of a historic resource is measured against the NRHP Criteria for Evaluation:
> The quality of significance in American history, architecture, archeology, 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,
> (a) That are associated with events that have made a significant contribution to the broad patterns of our history; or
> (b) That are associated with the lives of persons significant in our past; or
> (c) That 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) That have yielded, or may be likely to yield, information important in prehistory or history [36 CFR 60.4].

While examples of all categories of properties—districts, sites, buildings, structures, and objects—may be judged in relation to any or all of the criteria, the significance of archaeological properties is usually assessed by applying Criterion D. This criterion stresses the importance of the information contained in an archaeological site rather than its intrinsic value as a surviving example of a type or its historical association with an important person or event.

To assess whether a property is likely to contain important information, the researcher must prepare an archaeological research design. This document identifies the important questions that could be addressed by the kind of data that the property is likely to contain and that cannot be addressed using data from other sources alone.

Many cities have developed archaeological research designs that enable workers to coordinate the sampling of archaeological strata representing households of different social, economic, and ethnic affiliation, and various industrial and commercial facilities (e.g., Charleston, North Carolina, and Alexandria, Virginia).

These documents often focus on areas facing development, identifying the potential of specific parcels to contain important archaeological resources. By providing clear guidelines and coordinating historical and archaeological research efforts, these tools ultimately prevent the waste of both money and research potential. A research design was developed for West Oakland for the Cypress Freeway Replacement Project (Praetzellis 1994). That research design is based on earlier ones developed for the cities of San Francisco (Praetzellis and Praetzellis 1993) and Sacramento (Praetzellis et al. 1993). It has since been expanded for use in Los Angeles (Costello et al. 1998; Costello 1999), Santa Rosa (Stewart 2001), and Stockton (Costello and Marvin 1999). The research design proposes a combined testing and data-recovery program that has been used successfully on numerous occasions on urban deposits. The research design takes a contextual approach to the evaluation of the significance of properties. It has been abridged and adapted here for use on the High Street Overhead Seismic Retrofit Project.

Research Design

Contextual archaeology emphasizes the specific historical, social, and cultural context of behavior rather than the supposed universal influences sought by the practitioners of processual archaeology. This approach parallels the trend in the social sciences in general toward problems of "contextuality, the meaning of social life to those who enact it, and the explanation of exception and indeterminants rather than the regularities in phenomena observed" (Marcus and Fischer 1986:8). Structuralism, symbolism, critical theory, and "meaning" (Leone 1986) are stressed in interpretation. Contextualists also recognize the active role of both material culture and the archaeologist in the creation of the past. Some of the broad concepts that support the framework of this research are Modernism, Victorianism, and Working-class Culture. The first of these is concerned with the processes by which people from traditional, nonindustrial cultures—both immigrant and native-born—adapted to life in an industrial society (Gutman 1977). Victorianism works together with modernism, as it is said to have been a "homogenizing force" (Hardesty 1980) upon the cultures of immigrants and native-born working class alike, which attempted to replace traditional mores with modern values and patterns of behavior better suited to an industrial society. Archaeological research is in a unique position to measure the influence of these two factions: the relative pervasiveness of Victorianism and the degree of resistance to the values of the emerging industrial society in the form of the development of a distinctive working-class culture.

Archaeological Formation Processes

It is essential to understand the processes by which cultural and natural strata are formed in order to interpret archaeological data and to evaluate their importance. When working in complex urban contexts, it is especially important to understand archaeological deposits in terms of the events that created them, not merely through the artifacts they contain. The excavation and recording system developed by Edward Harris (1979) aids in interpreting these events. Under this system, archaeologists must take note not only of solid features (such as walls) and negative features (such as pits), but also of contiguous interfaces that are created where stratigraphic units come into contact with one another. Thus, Harris recognizes layer interfaces, feature interfaces, and period interfaces—"a surface composed of a number of layer and feature interfaces" (1979:47). Leonard Wooley provides another definition of this concept: "the sum total of the ground surfaces which were ground levels in use at one and the same time" (1961:24).

Archaeological deposits reflect either periods of continuity or intervals of transition in site occupation or use. Continuous deposits are archaeological layers or living surfaces that become recognizable and distinct when buried by natural strata (i.e., flood silt, ash) or cultural strata (i.e., fill, roadway, building). Continuous deposits can form over periods of thousands of years, as on some California prehistoric sites, or in just a few years, as in the sequence of fire, flood, and fill found in Sacramento. It is a transition, natural or cultural, that results in a layer interface and the sealing of a continuous deposit into an archaeological layer. A process of

continuous discard produces "sheet refuse" or gradually fills hollows and negative features. Because they accumulate gradually, these strata are highly susceptible to depositional and post-depositional disturbance. Archaeologists employ assemblages recovered from stratified, continuous archaeological layers to examine a variety of research problems concerning changes through time.

Archaeological strata formed during incidents of transition accumulate very quickly, often through a single depositional event in response to an abrupt change in the nature of site occupation and use. Activities such as the creation of a new feature interface (the removal of strata: hole digging) or the deposition of materials within a previously existing feature interface (the addition of strata: hole filling) often mark intervals of transition. Such deposits are more likely to retain their integrity than are continuous deposits and, therefore, possess greater visibility and focus in the archaeological record. In addition, deposits formed during intervals of transition may often be associated through historical research with specific households.

In urban areas, transitional feature interfaces and the strata that create them are often the result of changes on two levels: (1) those that result from the new use of a particular parcel due to the presence of a different commercial enterprise, occupant, or owner, or from modifications made by a continuing one; and (2) those produced by widespread responses to either natural disaster, such as floods or fires, or to municipal regulations governing sanitation practices, water delivery and storage, or street and lot improvements. More broadly, the latter transitions may be viewed as the movement by City government away from unplanned growth and development toward urban planning.

Property Types

The definition of what constitutes "important" information is related to the property type being assessed. Each property type is composed of a number of individual resource types or archaeological features that potentially contain important archaeological data. A property type is a grouping of properties that share some important characteristics, such as dwellings in the Queen Anne style or examples of a rock-art form known as the California desert intaglio. The complex array of behaviors and functions represented by each property type is reflected in the individual resource types that comprise it.

Historical research suggests that examples of four historic-period archaeological property types may be present within the High Street Project area. Two property types are likely to possess NRHP-eligible deposits and are discussed in more detail below. Two additional property types may also be encountered that are not expected to possess information qualifying as NRHP-eligible. These property types are the remains of domestic architecture, especially associated with the 1898 explosion, and industrial architecture related with the tank and engine structure located on Lot 16. Although these types of remains should be noted during the identification/evaluation phase of archaeological recovery, they are unlikely to yield important information and meet the threshold of eligibility.

Domestic Occupation Sites

Domestic occupation sites may occur in association with residences, schools, businesses, industries, or any other place where people lived in the past. Resource types common to domestic sites may share the characteristic of being hollow features that, before the days of organized refuse collection, were used as receptacles for the byproducts of everyday living: discarded ceramics, food bones, glass containers, broken personal items, etc. These hollow features include wells, cisterns, subterranean basements, outhouse pits, and lined, reusable garbage pits; all are sources of assemblages of historic artifacts. These kinds of features and their contents may have research potential that gives them legal significance.

In addition, domestic occupation sites frequently contain deposits of sheet refuse, upcast, and intentionally brought-in fill that accumulate on the horizontal plane and that sometimes build up to several feet in depth. Because they create sealed contexts for caches of artifacts, these deep sheet deposits often yield artifact assemblages that may be used for the same type of analysis as the discrete refuse caches described above. In addition, they can provide evidence of change over time in a way that discrete caches—often the

result of sudden, transitional change—cannot. The reconstruction of backyard use, functional layout, and vegetation may be possible by means of continuous pollen samples obtained from this type of archaeological deposit. Domestic occupation sites are the most common property types expected in the project area, and offer the potential for valuable comparative study.

Landfill

Two types of fill are included in this property type: off-site or "purposeful" fill and inadvertent or *in situ* fill layers. Purposeful fill is defined as soil and sediments (both sterile and with artifacts) brought in by the wagonload and dumped to deliberately raise the surface of city streets, lots, levees, and work areas. Inadvertent fill, in contrast, is created ad hoc when neighbors fill low-lying areas or use their back yards and vacant lots for refuse disposal.

Inadvertent fill is likely to exist within the project area. In addition to the widespread practice of dumping in back yards and vacant lots during most of the 19th-century, building rubble and fire debris associated with the 1898 explosion were probably deposited throughout the project area. The research value of inadvertent fill typically depends on its temporal focus. Deposits created over a lengthy period of time are less likely to contain important information because behavioral changes are often impossible to sort out in such mixed deposits. Inadvertent fill that can be closely dated, such as that resulting from the 1898 explosion, may be quite informative, and potentially eligible to the NRHP.

Integrity

Integrity refers to the degree to which a property has retained the character it possessed during its period of significance. The National Register of Historic Places recognizes seven types of integrity, each of which addresses a different component of this important quality: location, design, setting, materials, workmanship, feeling, and association. These distinctions help to guide NRHP evaluations, as properties must possess integrity in those areas that are relevant to its area of importance. The level of integrity that is necessary to qualify examples of various property types for NRHP under Criterion D is measured by the ability of the remains to contain the types of data necessary to contribute to the research issues identified in a formal research design. In this way, a fragmentary example of a property type, which under other approaches might be considered unimportant because of its lack of integrity, can be said to have legal importance if the remains are of an identifiable resource type that has the potential to yield important information. Furthermore, for a property to be eligible under Criterion D, it is not necessary for it to visually evoke an event, person, or process. In this context, integrity means that the archaeological property is "sufficiently intact to yield the expected important information" (NPS 1991:23).

Research Themes

This research design details a series of research themes and relevant questions that might be addressed by the archaeological property types that the preceding historical, archival, and archaeological research had identified. Summarized below are some of the applicable research themes and questions raised for these property types.

The research themes outlined below are currently being studied by historical archaeologists working in urban Bay Area projects. These broad themes are applicable to most urban areas, given an adequate archaeological and documentary record. Some of the questions require the analysis of only one deposit; others must be viewed at the parcel, block, neighborhood, city, or even inter-city level.

The research questions were phrased so that they could be used to evaluate the importance of archaeological deposits as they were encountered in the field. Within a contextual approach, questions have built upon each other as new data are gathered from the ground, from the archives, from maps and photographs, and from oral-history informants. The answers, when woven together, will provide a richer human history of Oakland and promote a deeper understanding of the middle- and working class people who once lived there.

The following themes and questions are only briefly outlined here. The Cypress Project research design should be consulted for fuller explication of the questions and a discussion of an array of important studies focusing on these topics (Praetzellis 1994:237-253). While the questions are phrased to address a resource's significance, they can also be viewed as avenues to follow out in formulating site interpretation.

Theme A: Consumer Behavior/Strategies

Question 1: Does this resource enable us to describe the consumer practices and disposal behavior of a household or business with specific social, occupational, economic, and/or ethnic characteristics?

This is one of the core questions of the research design. It identifies archaeological deposits created by the disposal of refuse. As in the present day, refuse includes the remains of food preparation and consumption (containers, leftovers, bones, seeds, spoiled food, etc.), as well as broken and unwanted household paraphernalia. Archaeologists study refuse deposits associated with specific households to understand the way of life of people in the past at a level that could never be achieved through the written record: What did they eat? How did they allocate their money? Where did they shop? How was food prepared and served? Was dining formal or informal? How were they influenced by fashion, mass marketing, and/or social movements? What household items did they consider disposable or unwanted? What medicines did they use and how do these correlate with gender-specific, age-specific, or occupation-specific epidemiology?

Archaeological studies within the project area should attempt to elucidate the material correlates of working-class culture as this might have varied by ethnicity and over time. Given the documented resistance to and modification or acceptance of middle-class values and material culture on the part of urban working people of various ethnicities, the consumer and disposal practices of Oakland residents would provide a wealth of comparative data from a wide range of households that could make important contributions to the understanding of this important issue. Did households purchase new or used goods? Did they shop in junk stores or from mail-order catalogs? Were dwellings decorated with items that were currently fashionable among middle-class consumers or with outmoded items? Was cost, quality, fashion, or efficiency the prime influence on consumer choices?

Question 2: Does this resource add to our knowledge of adaptive behavior in urban settings associated with the acquisition and consumption of foodstuffs or the organization and use of space?

Although limited by factors of cost and availability, 19th-century urban dwellers had potentially good access to a variety of commercially supplied foodstuffs. The choices made by individual households in these and other purchasing decisions can be reconstructed through archaeology. The contribution to the urban diet through the efforts of individual householders can help gauge the level of reliance on commercial versus self-procured food resources.

While the yards of the merchant class may have been used more for aesthetic than economic purposes (Mrozowski 1987), those of artisans were sometimes used to produce food for the family (e.g., Praetzellis and Praetzellis 1989, 1992). Pollen studies can often contribute to this work on a parcel level by providing evidence of vegetable gardens (Kelso and Beaudry 1990); whereas the discovery of the remains of noncommercially taken fish or evidence of animal husbandry could allow statements to be made about the food-acquisition practices of individual households. These approaches could contribute data to address Theme B by examining the data on a neighborhood level.

How did working-class households of Oakland balance their economic strategies? Did all available family members work outside the home or did some members contribute to the family livelihood by working at home (e.g., taking in laundry) or through backyard agriculture? How did households use their yardspace? Did this vary by ethnicity or occupation? What can be learned about the daily diet from the assemblages recovered from various backlots? Did residents fish in the nearby San Francisco Bay or hunt? Were any animals butchered on site? Did the use of backyards change through time? How do the patterns observed in the High Street Project Area compare to those identified in other parts of Oakland, San Francisco, or Sacramento for the same time period?

Question 3: Does this resource, in combination with other classes of data, aid in the understanding of landscape alteration, water and waste management, outbuilding construction, and dwelling renovation as these relate to changes in household composition?

For some years, archaeologists have recognized that household demographic events and processes affect the architectural and archaeological records. These transitions are regarded as useful phenomena, in that they often result in the creation of refuse-filled pits, drains, cisterns, and cellar holes that contain tightly dated, reliably associated assemblages of artifacts. By looking at the features themselves, however, one might ask how the use of space and facilities changed in response to documented changes in household composition or employment status. Was the conversion of a portion of a recreational garden to a vegetable patch a response to economic necessity due to unemployment? Or was it done because the resident family had become larger? Archaeology has the potential to examine various issues in relation to family change. In addition to the artifacts they contain, abandoned features may themselves have interpretive value as the actual products of transition. Families' responses to demographic and other transitions may also be visible in alterations made to their homes through additions and remodeling projects. These can be recorded and understood through analyzing the standing structures in concert with other data.

Data Requirements:

Archaeological: feature and/or layer interfaces, broad exposure
Historical: associated with specific households
Oral history: interviews with representatives of various ethnic groups to establish relevance of foodways and yard use in traditional behavior
Faunal remains: economic scaling and ranking of butchering cuts (Lyman 1987; Schulz and Gust 1983); frequencies of types—domestic/wild; presence/absence of types
Botanical remains: frequencies of types—domestic/wild; presence/absence of types
Ceramic and glass function: MNI frequency/proportion
Social science: explicit social, economic, and status categories
Household demography: size, composition, life-course
Documentary: Mail-order catalogs, advertisements, commercial inventories, merchants' and householders' accounts

Theme B: Ethnicity/Urban Subcultures

Question 1: Does this resource reflect the rise or relative influence of Victorianism as a class-based ideology? Does this resource reflect resistance to Victorian or post-Victorian tastes and mores?

As a multifaceted set of values that influenced the lives of its predominantly middle-class participants in many ways, Victorianism (and post-Victorianism) found its way into artifacts, behavioral patterns, and specific historical events and processes on many levels—from municipal public works, to children's toys and decorations in ordinary families' homes, to archaeological site structure and content (Praetzellis 1991).

Archaeological deposits associated with late-19th-century households can be examined for evidence of their respective degrees of participation in or rejection of Victorian and post-Victorian patterns of domestic behavior. In particular, artifacts associated with formal entertaining can be examined for evidence that these practices became more important through time. The archaeological remains of landscape values and disposal practices of individual households can be viewed within their backlots. The survival of ethnic foodways and other practices can be studied in deposits associated with Oakland's various ethnic groups, who lived in close proximity to each other at this time.

Question 2: Can this resource help us to understand the dynamics of cultural pluralism and social stratification during the 19th and early 20th centuries? Does this resource possess material remains that could elucidate the relative influences of economic distinctions and the development of mass production and world trade on the material manifestations (i.e., artifacts) of ethnic and subcultural distinctions?

To best see the variation (or lack thereof) requires tying together the ceramic, faunal remains, and other artifact classes by means of a contextual analysis. Considering the major artifact classes individually, combining these data to establish an archaeologically derived spectrum of Oakland lifeways, then checking for inter-block and intra-block similarities or differences, would illustrate how study-area households were like others in northern California (e.g., San Francisco, Sacramento, Los Angeles), in the West (Phoenix, San Diego, Seattle), in the Midwest, the South, or in the East (Boston, New York). It is also a way to see whether the city's public facade was paralleled by a similar unifying kinship through objects—household furnishings, utensils, daily foods—kept and used inside family homes.

Question 3: Does this resource possess artifacts and/or faunal remains that could be used to elucidate the role of symbols in defining and maintaining boundaries between groups?

Scholars have been suggesting for some time that archaeologists could make a contribution to the study of ethnic-boundary maintenance. Social boundaries are marked by material symbols of ethnic differences—style-bearing artifacts. The historic record of the Asian community in the West, for example, shows that style was expressed through differences in landscape, public display, dress, and language. Although the latter two characteristics have left little or nothing for the historical archaeologist to work with, historical studies of landscape and ethnically specific public display have been rewarding. The varied ethnicities of Oakland households may be expressed in material form on the landscape as gardens, fences, and in other forms of public display.

Data Requirements:

This theme builds on an understanding of the data analyzed for Theme A.

Archaeological: period interface composed of feature and layer interfaces; many households

Historical: specific historical associations for each stratum

Documentary: understanding of ethnic foodways, style-bearing artifacts, etiquette books, fashion magazines

Archival: ethnic identification, historical background

Oral history: interviews with representatives of various ethnic groups to explore the relevance of traditional material culture, foodways, and community life

Ceramic, glass, metal containers: MNI frequency/proportion

Faunal Remains: frequencies of types/domesticates/wild; presence/absence of types; butchering cuts

Botanical remains: frequencies of types—domestic/wild; presence/absence of types

Theme C: Urban Geography

Question 1: Does this resource help us to understand the characteristics of the natural environment and the landscape modifications made during the historic period? Does this resource aid in our understanding of the beginnings of urban planning and infrastructure—water supply and storage, trash and sewage disposal, fire protection, drainage—in this city?

The history of a city as seen through its fill is a history that "tells it like it was" (Geismar 1987). Filling took place for economic reasons, such as improving the value of property or making otherwise useless areas useful for everyday human activities. It is clear, however, that people of the 19th century had a passion for cutting, filling, and leveling land that went beyond rationality, as can be seen in the histories of landscape alterations made to cities like Boston, San Francisco, and Seattle. The progress and process of street-raising are generally well documented in contemporary primary and secondary sources. The responses of the citizenry itself, however, are largely unknown since this level of activity occurred one parcel at a time and varied significantly throughout the city in spite of City ordinances that attempted to regulate them (Praetzellis 1991).

Archaeology is one source through which we can examine the responses of individual residents to some legal norms established by the City. For example, in many cities "earth closets" (i.e., privies dug directly into the ground) were outlawed in the 1880s, and historic records document many sewer hook-ups at this

time. Archaeological evidence, however, demonstrates that some urban households and neighborhoods continued to use earth privies well into the 20th century. Similar examples of ad hoc drainage, fire protection, and refuse disposal have been discovered archaeologically. How did residents respond to this lack of services? Were City ordinances overlooked? Did residents keep prohibited livestock, engage in unlawful activities, build or use facilities that did not "meet code?"

Question 2: Does this resource demonstrate the relationship between public perceptions of the environment and public policy? How did society's perceptions of the cultural landscape and modifications to the environment change over time?

Data Requirements:

Archaeological: period interface composed of feature and layer interfaces
Historical: land-use study, patterning identified from archival sources
Archival: photographs and accounts of industrialization; information on legal statutes
Environmental: reconstruction of local vegetation based on pollen record
Faunal/Botanical remains: frequency of types; domesticates/wild; presence/absence of types; paleoscatological remains

CHAPTER 4
PARCEL HISTORIES
AND TESTING RECOMMENDATIONS

INTRODUCTION

This chapter focuses on each of the project properties, with an overview of the historical development of each property presented. All of this information is also summarized for each property in tabular format.

The only method that would ensure discovery of all potentially eligible historic-period archaeological features would consist of stripping all areas of direct impact to their various 19th-century ground surfaces. As the time and cost involved in such an undertaking would be prohibitive, the following selection criteria has been employed. These criteria have been used with success in other urban California contexts to help predict the location and potential research value of archaeological remains. They are based upon similar criteria developed by Schulz (1979).

1. Is there evidence that the parcel in question was occupied before or during a transitional event, either regulatory (e.g., city water/sewer installation) or natural (e.g., fire or flood)? Is there evidence that the parcel contains feature or layer interfaces?
2. Is there evidence that these interfaces may have survived to the present (i.e., absence of deep basementing, presence of concrete surface)?
3. Can potentially significant archaeological property types be reliably linked to a specific household or activity whose economic and demographic characteristics may be constructed from the documentary record?
4. Can potentially significant archaeological property types be reliably linked to a particular household or activity that is representative of a type whose specifics are often very difficult to trace through the documentary record?

PROJECT PARCELS

The earliest map available that includes the ADI dates to 1871. The nearest structures to the ADI on this map are H. Clarke's House, Clark's Landing, and a barn (Figure 4). None of these features is located directly within the ADI. An 1878 map shows the ADI owned by the Pacific Cordage Company (Figure 5). The Pacific Cordage Company wharf was located directly southwest of the ADI. The company was in operation from 1873 to approximately 1895. No known remnants of the factory or wharf exist (Heidecker 1999:15).

In 1897 a United States Geological Survey (USGS) map was produced that shows a row of buildings facing Clement Street, from High Street to 46th Avenue (Figure 7). The 1897 Sanborn Fire Insurance Company map (Figure 8) shows only the eastern half of the ADI with several residential dwellings facing Clement Street (then Clark Street). The north side of Clement on the corner of 45th Avenue (then A Street) housed the buildings of the Western Fuse and Explosive Company. The southern half of the block was the location of the Pacific Cordage Company buildings and wharf.

The dramatic explosion that occurred in the summer of 1898 destroyed or severely damaged all the structures in the ADI. Subsequent maps show how the neighborhood was rebuilt. The 1900 U.S. Coast Survey map (Figure 9) shows two small buildings fronting Clement Street near its intersection with High Street. These buildings are in the approximate locations of 4307 and 4331 Clement (Sanborn 1912). A third building was located further away from the street facing the corner of Clement Street and 46th Avenue. This building is in the approximate location of 4425 Clement Street (Sanborn 1912). These houses were the first built after the disaster.

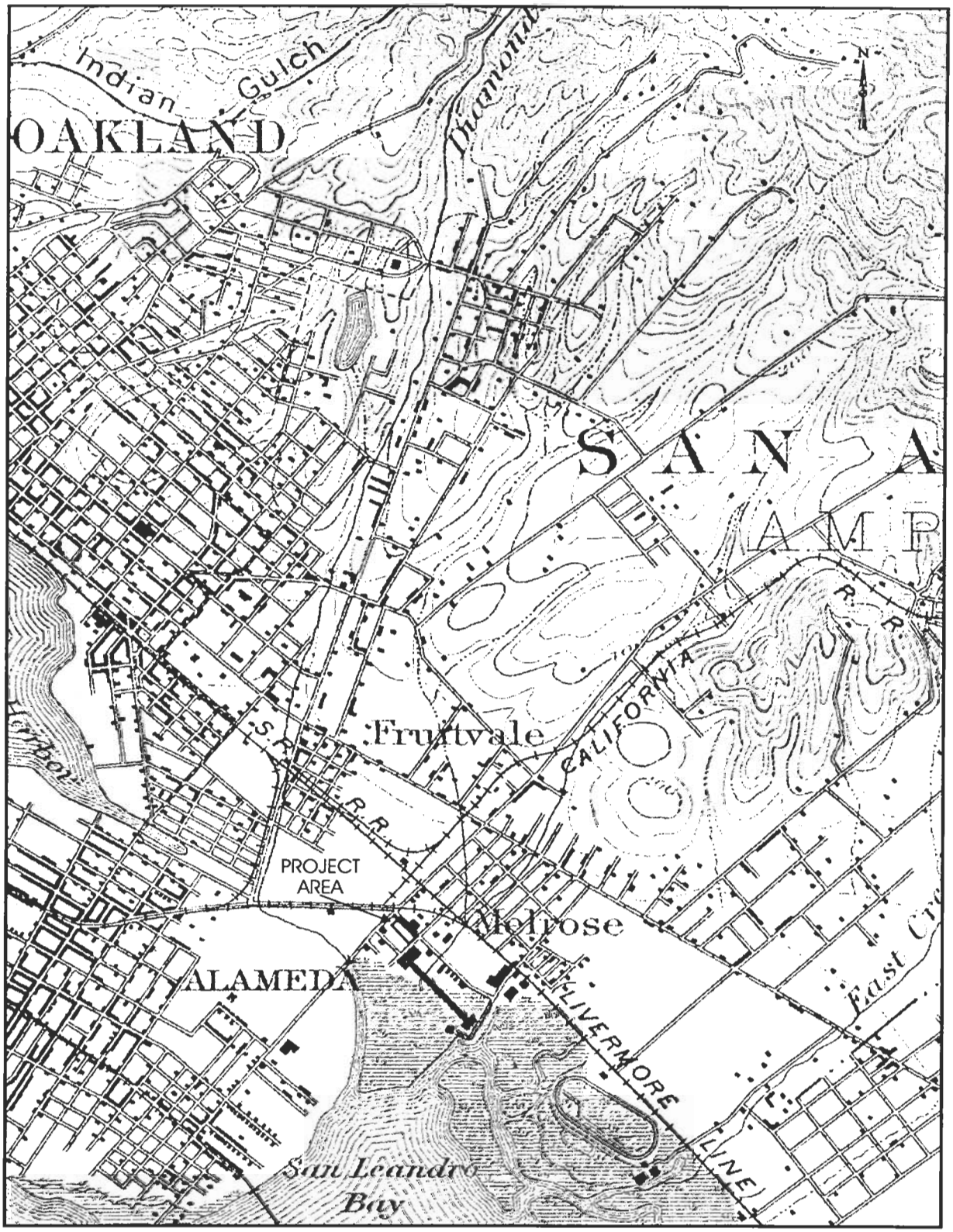


Figure 7. 1897 U.S. Geological Survey Map (15' Quad reprinted 1907; adapted from Krase 1998). High Street Overhead Seismic Retrofit Project.

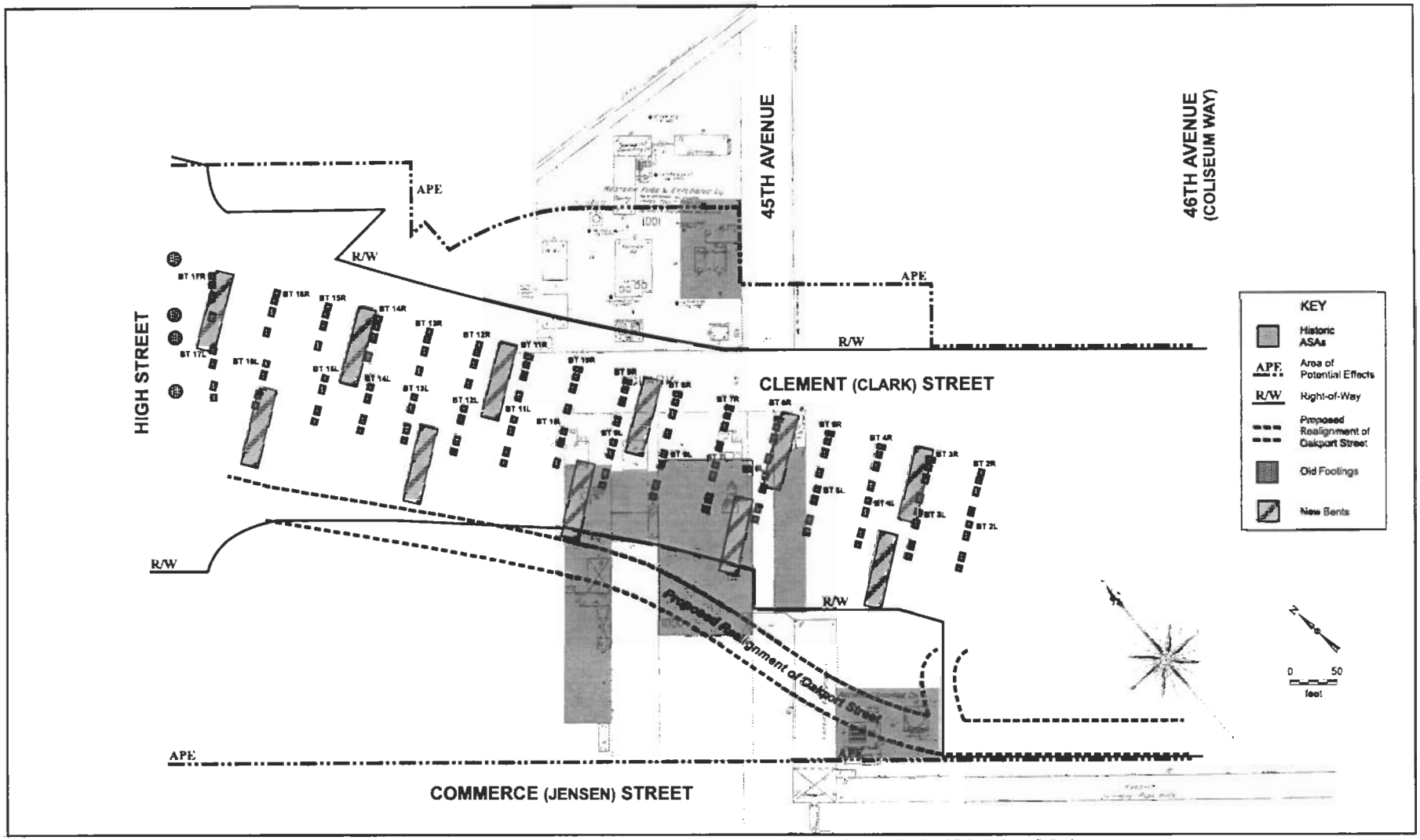


Figure 8. Historic Archaeologically Sensitive Areas (ASAs) on 1897 Sanborn Map; proposed realignment of Oakport Street also shown. High Street Overhead Seismic Retrofit Project.

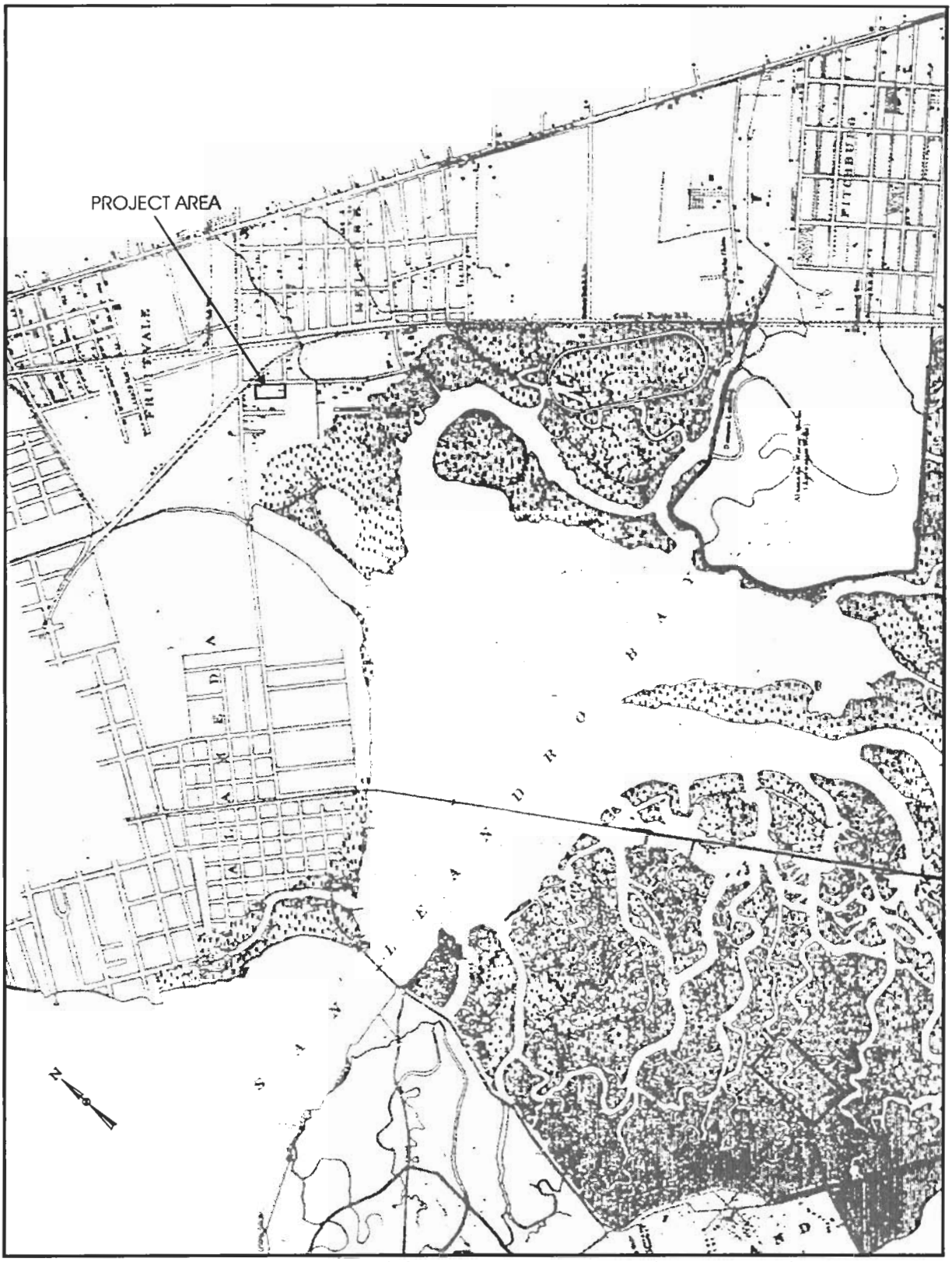


Figure 9. 1900 U.S. Coast Survey Map (adapted from Krase 1998). High Street Overhead Seismic Retrofit Project.

By 1912 the ADI had been almost entirely rebuilt. That year's Sanborn Fire Insurance Company map shows several houses facing Clement (Figure 10). The next available Sanborn was produced in 1925. Several changes had occurred to some of the structures in the ADI between 1912 and 1925, although the block remained residential.

Addresses listed for each lot are indicated on the 1912 Sanborn Fire Insurance Company map. Sometime between 1900 and 1912, Clark Street was renamed Clement Street and the individual house lots were renumbered. Addresses listed in brackets refer to the known 1900 Clark Street address.

Lot 8—4327 Clement

The Connor family purchased Lot 8 by 1880. The 1880 Block Book for the Township of Brooklyn listed Daniel Connor as owner of Lot 8 and the adjacent Lot 34, which fronted Commerce Street. There were $50 worth of improvements, indicating that some sort of structure was on the property. The 1880 U.S. Census listed a widowed Margaret Connor and her young son John in the neighborhood. Mrs. Connor immigrated from Ireland and was operating a boarding house. Two boarders were living in her house. Thomas O'Shea was a 27-year old road maker from Ireland and Thomas Geranine was a 25-year old laborer from Louisiana. It is not clear whether Margaret Connor ever lived on her Clark Street lot. A later newspaper article locates her family on Commerce Street (*Oakland Tribune* 19 July 1898:3).

Daniel Connor continued to be listed as owner of Lot 8 until 1889, at which time the ownership was changed into Margaret's name. At the time of the 1898 explosion, the Connor family lived on their Commerce Street lot (*Oakland Tribune* 19 July 1898:3).

In 1910 Lot 8 was divided into two equal-length parcels. Margaret Connor continued to own the eastern half (Lot 8a). The 1912 Sanborn Fire Insurance Company map shows a small one-story dwelling on Lot 8a. It was set back approximately 20 ft. from Clement Street and had a small shed in the rear. It was not found during this research who lived in this house. On the 1925 Sanborn Fire Insurance Company map, Lot 8a is shown vacant.

George Gilbin purchased Lot 8a by 1915. The Gilbin family owned several other lots on the block, including a large dairy with at least two dwellings and several barns and outbuildings (shown on the 1912 Sanborn). Two George Gilbins are listed in neighborhood on the 1900 census although neither of them is a dairyman. The first George Gilbin was 71 in 1900. He had immigrated from England in 1853 and owned a saloon with a residence above on High Street. The second George Gilbin was 25 years old when he immigrated from England in 1890. He worked as a clerk and lived on Commerce Street (*Oakland Tribune* 19 July 1898:3).

The western half of Lot 8 (Lot 8b) was sold to Isaac and Virginia Marks. The dwelling shown on the 1912 Sanborn Fire Insurance Company map is a one-story house with a small front porch. The 1925 Sanborn shows this same house.

Documentary Research for Lot 8a–4327 Clement

ABSTRACT

Structure:

1912	Small, one-story dwelling. Shed in rear.
1925	Empty lot.

Ownership:

1880–1914	Margaret (and Daniel) Connor (also owned adjacent lot facing Commerce, Lot 34)
1915–1923	George Gilbin (Gilbin family also owned several other lots on the block)

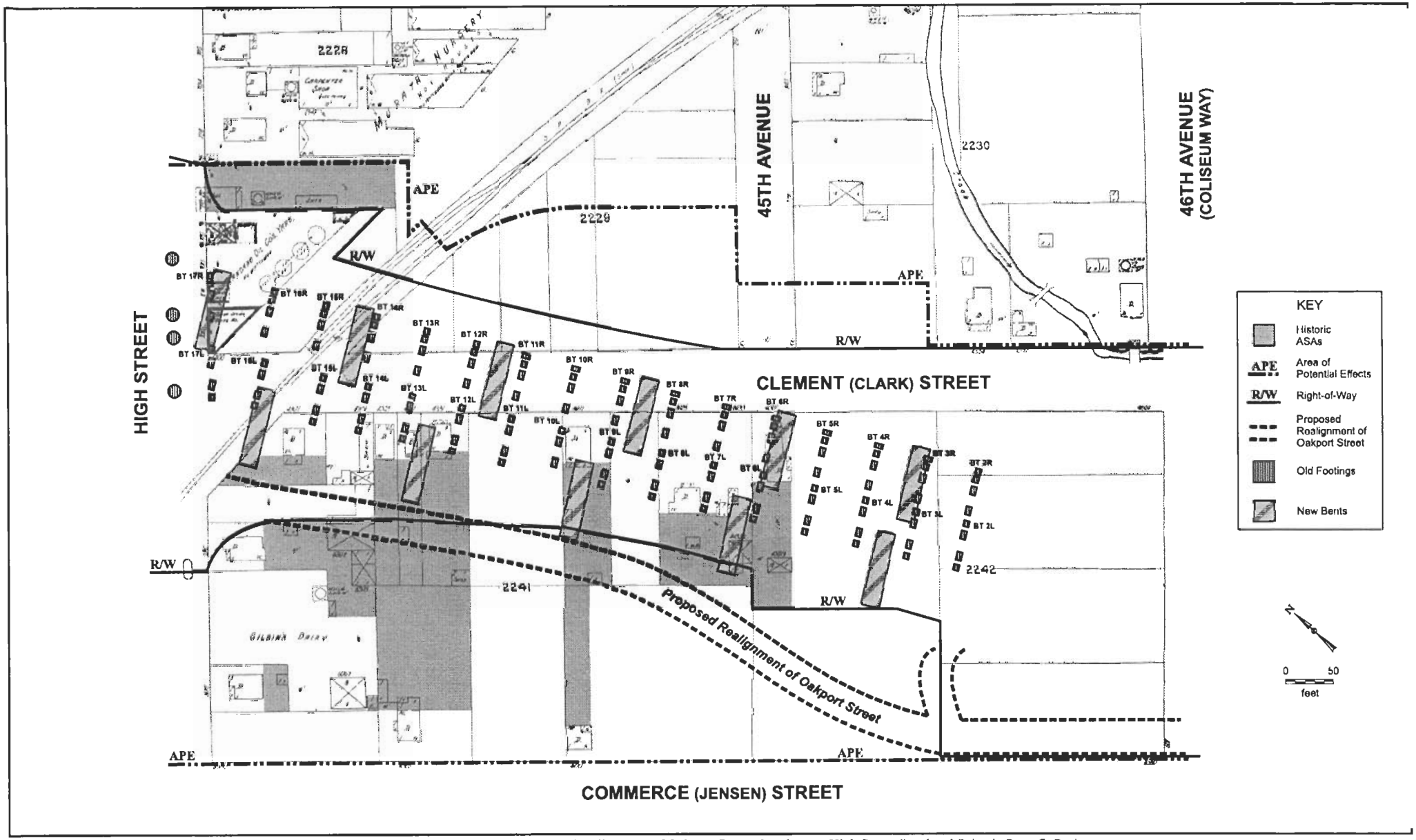


Figure 10. Historic Archaeologically Sensitive Areas (ASAs) on 1912 Sanborn Map; proposed realignment of Oakport Street also shown. High Street Overhead Seismic Retrofit Project.

Occupation/Use:

1880–1914	Margaret (and Daniel) Connor (also owned adjacent lot facing Commerce, Lot 34)
1915–1923	George Gilbin (Gilbin family also owned several other lots on the block)

DOCUMENTARY TIME LINE

1880	**Block Book** – Dan'l Connor, $50
1880	**U.S. Census** – Connor Family. **Head**: Margaret, 39, widowed, boarding house operator, Ireland; **Son**: John, 10, California, parents Ireland; **Boarders**: Thomas O'Shea, 27, road maker, Ireland; Thomas Geranine, 25, laborer, Louisiana
1887	**Block Book** – Dan'l Connor, $50)
1889	**Block Book** – Margaret C. Connor, $50
1893	**Block Book** – Mary [sic] C. Connor
1897	**Block Book** – Margaret C. Connor
1898	**Block Book** – Margaret C. Connor
1899	**Block Book** – Margaret C. Connor, RE 125
1900	**U.S. Census** – Connor Family. **Head**: Margaret Connor, 55, Ireland, immigrated 1857, owns house; **Son**: John, 30, California, parents Ireland, job printer; **Boarders**: Alexander Gill, 25, Scotland, immigrated 1897, teamster; Fredrick Borone, 26, California, bridge carpenter. [No address given, but listed between households located on High and on Commerce; perhaps lived in house on the Commerce–facing lot, also owned by the Connors.]
1901	**Block Book** – Margaret C. Connor
1910	**Block Book** – Lot Divided
1910	**Block Book** – Margaret C. Connor, #50, 150
1912	**Block Book** – John A. Connor, #50 RE 150
1915	**Block Book** – George Gilbin, #50 [1900 U.S. Census – **Head**: George Gilbin, 71, England, immigrated 1853, saloon keeper; **Head**: George Gilbin, 35, England, immigrated 1890, clerk.]
1917	**Block Book** – George Gilbin, #50 N.G.
1921	**Block Book** – George Gilbin
1923	**Block Book** – George Gilbin

Documentary Research for Lot 8b–4323 Clement [8 Clark]

ABSTRACT

Structure:

1912	One–story dwelling with small front porch.
1925	Same structure.

Ownership:

1880–1910	Margaret/John Connor
1910–1921	Virginia and Isaac Marks
1923	L. Betschart

Occupation/Use:

1910-1910	Margaret/John Connor
1910–1921	Virginia and Isaac Marks

DOCUMENTARY TIME LINE

1910	**Block Book** – Isaac Marks, 150, RE 100
1910	**U.S. Census** – Marks Family. **Head**: Isaac Marks, 44; Oregon, parents German, owns house, clerk in post office; **Wife**: Virginia Marks, 39, Mexico, parents Spanish
1912	**Block Book** – Isaac Marks, #200
1915	**Block Book** – Isaac Marks, #200
1915	**City Directory** – Isaac Marks, 4323 Clement
1917	**Block Book** – Virginia and Isaac Marks, #200
1920	**U.S. Census – Head**: Virginia Marks, 50, widowed, Mexico, parents Spanish, immigrated 1882
1921	**Block Book** – Virginia and Isaac Marks #200
1921	**City Directory** – Virginia Marks (widow Isaac), h. 4323 Clement
1923	**Block Book** – L. Betschart #200

LOT 9—4331 CLEMENT [12 CLARK]

The 1880 Block Book shows P.A. McDonnell as the owner of Lot 9, although no improvements were made in that year. The 1886 Great Register of Voters lists Powell Alexander McDonnell living in Alameda. In 1889 the lot was owned and occupied by Daniel B. Downs, a master mariner. Four years later, Antonio J. De Silveira purchased Lot 9 as well as the adjacent Lot 33. Improvements were made during the several subsequent years of his ownership. The 1898 explosion on the block severely damaged the building on Lot 9. A newspaper article described the fortunate experience of A.J. "Silva" and his family, who "for no particular reason" had decided to spend that night in their ranch home in Alameda. They arrived on High Street the following morning just before the explosion and saw their house "lifted high in the air." The house was destroyed but the owners were spared (*Oakland Tribune* 19 July 1898:3).

In 1910 Clarence C. and Katheryn A. Moore purchased the property. Clarence was a First Officer who was born in Pennsylvania. The Moore's had a five-year-old French girl, Annie LaCombe, listed as a boarder. The Moores owned Lot 9 until 1917.

The 1920 U.S. Census indicates that a Japanese family was renting the house during that year. Iasugiro Isokawa immigrated from Japan in 1908 and was employed as a clerk. His wife, Yochio, immigrated five years later. They had one son, who was born in California.

In 1921 the property was owned by L & E Betschart. They also owned several other lots on the block at this time.

The 1913 and 1925 Sanborn Fire Insurance Company maps both show the same dwelling on this property. It is a one and a half-story house with an added back room and a long front porch. There is a shed in the rear lot. By 1925 the shed had the address of 4331-1/2 Clement Street. No information was found during this research about residents at that specific address.

Documentary Research for Lot 9–4331 Clement [12 Clark]

ABSTRACT

Structure:

1912	One-and-one-half-story dwelling with front porch. Two-story shed in rear.
1925	Same dwelling. Shed in rear has address of 4331-1/2 Clement.

Ownership:

1880	P.A. McDonnell
1889–1890	Daniel B. Downs
1893–1901	Antonio J. de Silveira (also owned adjacent lot facing Commerce, Lot 33)

1910–1917	Katheryn A. Moore (also owned Lot 33)
1921–1923	L & E Betschart (also owned Lot 33, and several other lots on the block)

Occupation/Use:

1889–1890	Daniel B. Downs
1893–1901	Antonio J. de Silveira
1910–1917	Clarence and Katheryn Moore
1920	Iasugiro Isokawa and family

DOCUMENTARY TIME LINE

1880	**Block Book** – P.A. McDonnell
1886	**Great Register of Voters** – Powell Alexander McDonnell, 60, Alabama, farmer, Alameda 3
1889	**Block Book** – D.B. Downs
1889	**City Directory** – Daniel B. Downs, master mariner, res. High, Melrose
1893	**Block Book** – Antonio J. de Silveira
1897	**Block Book** – Antonio J. de Silveira, #200
1898	**Block Book** – Antonio J. de Silveira, #200
1899	**Block Book** – Antonio J. de Silveira, RE 125, #100
1901	**Block Book** – Antonio J. de Silveira, $100
1910	**Block Book** – Katheryn A. Moore, #200, pp 100
1910	**U.S. Census** – Moore Family. **Head**: Clarence C. Moore, 37, Pennsylvania, owner, First officer/seaman; **Wife**: Catherine [sic]; 36; **Boarder**: Annie LaCombe, 5, California, parents French
1912	**Block Book** – Katheryn A. Moore, #200 RE 150
1915	**Block Book** – Katheryn A. Moore, #200
1917	**Block Book** – Katheryn a. Moore #200
1920	**U.S. Census** – Isokawa Family. **Head**: Iasugiro Isokawa, 37; Japan, immigrated 1908, rents, clerk; **Wife**: Yochio, 30, Japan, immigrated 1913; **Son**: Ihoro, 5, California
1921	**Block Book** – L & E Betschart, #200
1923	**Block Book** – L & E Betschart, #200

LOT 12—4411 CLEMENT [24 CLARK]

The 1990 Block Book lists the San Francisco Savings Union as the owner of Lot 12. By 1889 the Puget Sound Lumber Company had purchased the property. In 1893 Lot 12 is shown to have improvements, indicating a building on the property. In that year Norman J. Pryde was the owner and had done $300 worth of improvements for the year. Norman Pryde was listed in the 1889 Oakland city directory as an employee at the Melrose Smelting Works, although at this time he was living in a different location. Pryde also owned the adjacent Lot 30 facing Commerce Street. The 1897 and 1898 Block Books list Antonio J. de Silveira as the owner. This may be a mistake, as both the 1899 and 1901 Block Books again list Norman J. Pryde. The 1899 Block Book indicates that the explosion destroyed the property.

By 1909 Antone S. Esperance had purchased both Lot 12 and the adjacent Lot 30. Antone Esperance was living in the one-story house with a basement that is shown on the 1912 Sanborn Fire Insurance Company map. Two small sheds were located to the rear. Mr. Esperance had immigrated to the United States in 1886 from France. The 1910 U.S. Census listed him as married, although no wife was listed. In 1910 Esperance was the owner of a laundry. The 1915 city directory listed him as a laborer. The 1915 city directory also listed Germaine Esperance (no employment) at the same address. Mr. Esperance owned the property until at least 1923, but appears not to have been living there by 1920. The 1920 U.S. Census listed Jessie Silva and his

family as renters at 4411 Clement Street during that year. Jessie and Margaret Silva had immigrated from Portugal in 1905. Jessie worked as a blacksmith for an engine company. They had four children listed in the census. The 1925 Sanborn Fire Insurance Company map shows the same one-story house still standing.

Documentary Research for Lot 12–4411 Clement [24 Clark]

ABSTRACT

Structure:

1897	One-story dwelling with basement, small front porch, and rear porch. Windmill and tank to the rear. One-and-one-half-story barn and small shed at back fence line.
1912	One-story dwelling with basement and rear porch. Two small sheds on west and rear fence lines.
1925	Same one-story dwelling with basement. Large front and rear porches.

Ownership:

1880	San Francisco Savings Union (owned several lots on the block)
1889–1892	Puget Sound Lumber Company
1893–1901	Norman J. Pryde (also owned adjacent lot facing Commerce – Lot 30)
1909–1923	Antone S. Esperance (also owned adjacent lot facing Commerce – Lot 30)

Occupation/Use:

1893–1901	Norman J. Pryde
1898	Property destroyed by explosion
1909–1917	Antone S. Esperance
1920	Jessie Silva and family

DOCUMENTARY TIME LINE

1880	**Block Book** – San Francisco Savings Union
1889	**Block Book** – Puget Sound Lumber Company
1892	**Block Book** – Puget Sound Lumber Company, $300
1893	**Block Book** – Norman J. Pryde, $300 [1889 City Directory – Norman J. Pryde, employee Melrose Smelting Works, Melrose]
1897	**Block Book** – A.J. de Silveira, #600, pp 100 [?]
1898	**Block Book** – Antonio J. de Silveira, #600, pp 100 [?]
1899	**Block Book** – Norman J. Pryde, RE 125, pp 100
1901	**Block Book** – Norman J. Pryde
1905	**City Directory** – Norman J. Pryde, chemist SF, Bellevue near Fruitvale Av. [not on site]
1909	**City Directory** –Antone Esperance, r. 24 Clark, Melrose
1910	**Block Book** – Antone S. Esperance, #300
1910	**U.S. Census** – **Head**: Antone Esperance, 46; married but no wife listed, France, immigrated 1886, owner of house, laundry owner
1912	**Block Book** – Antone S. Esperance, #300
1915	**Block Book** – Antone S. Esperance, #300
1915	**City Directory** – Antone Esperance, laborer, r. 4411 Clement; Germaine Esperance, b. 4411 Clement
1917	**Block Book** – Antone S. Esperance, #300
1920	**U.S. Census** – Silva Family. **Head**: Jessie Silva, 28; Portugal, immigrated 1905, rents, blacksmith engine company; **Wife**: Margaret, 28, Portugal, immigrated 1905; **Sons**: Jessie, 11, Frank, 9; **Daughters**: Lilly, 10, Josephine, 4 1/2

1921	**Block Book** – Antone S. Esperance, #300
1923	**Block Book** – Antone S. Esperance, #300

LOT 14/15—4425-4433 CLEMENT

The San Francisco Savings Union owned Lots 14/15 from at least 1880 until 1902. Charles F. Stephenson and his family were living on the property by 1899 and by 1910 Mr. Stephenson owned both lots as well as the adjacent Commerce-facing lots (27/28). The 1900 U.S. Census, however, lists Charles Stephenson as an owner of property at the address. Therefore, the exact ownership of the property was not determined during this research, although the residency has been established.

Lot 5 facing High Street, on the same block, was owned by a Robert Stephenson from 1878. The 1888 Oakland city directory lists Robert Stephenson, dairyman; Thomas Stephenson, painter; and William Stephenson, painter, on High Street. It is not clear whether these Stephensons were related to Charles, although it is likely.

Charles Stephenson lived at 4425 Clement [32 Clark] between 1899 and at least 1923. Mr. Stephenson was also a painter. The 1900 U.S. Census lists him from New York, although the 1910 and 1920 census list him from England (both with different immigration dates). Emily Stephenson, his wife, had immigrated from England in 1888 or 1889. They had at least six children. The eldest son, Walter, was also a painter. The second eldest son, William, was a clerk in the post office.

The 1912 Sanborn Fire Insurance Company map shows several buildings on the property. The main house at 4425 Clement was a one-story dwelling with a small front porch. This may possibly be the same house shown on the 1900 USGS map. A small one-story building was located to the rear of this house. Two other buildings were also located on the lots: a small oddly shaped dwelling numbered 4433 and a large converted barn numbered 4433-1/2. Improvements were paid for on the barn from 1910 through 1923; 4433 and 4433-1/2 were not listed on the census. It is possible that the buildings were additional units and were occupied by family members (perhaps the older sons).

By 1925 it appears that the main house and the two smaller outbuildings had been removed. The main house was replaced with a long and wide split-level ranch house. In the rear was a smaller one-story dwelling (4425-1/2 Clement) and a very small building labeled 'room' (4425-1/3 Clement). The converted barn may possibly be the same building shown on the 1925 map with additions and improvements.

Documentary Research for Lot 14/15–4425/4433 Clement [32 Clark]

ABSTRACT

Structure:

1897	One-story, irregularly shaped dwelling with L-shaped front porch. Two small sheds and an outhouse in rear. Small shed at rear fence line.
1912	One-story dwelling with small front porch set back 70 feet from the street. Two small buildings (4433 Clement). Large one-and-one-half-story converted barn with rear addition at rear corner of lot (4433-1/2 Clement). Small shed in center of lot.
1925	Long split-level dwelling with small front porch. Smaller dwelling to the rear (4425-1/2 Clement). Small building labeled room (4425-1/3 Clement). Large one-story house at rear corner of lot.

Ownership:

1880–1902	San Francisco Savings Union
1910–1923	Charles F. Stephenson (also owned adjacent lots facing Commerce – Lots 27 and 28)

Occupation/Use:

1898	Property destroyed by explosion
1898–1923	Charles F. Stephenson and family

DOCUMENTARY TIME LINE

1880	**Block Book** – San Francisco Savings Union
[1887	Block Book – Robert Stephenson – Lot 5, $250]
[1888	City Directory – Robert Stephenson, dairyman, res. High, near Melrose Station; Thomas Stephenson, painter, res. High, near Melrose Station; William Stephenson, painter, res. High, near Melrose Station]
1889	**Block Book** – San Francisco Savings Union
[1892	Block Book – Robert Stephenson – Lot 5/7, $250]
1893	**Block Book** – San Francisco Savings Union
1897	**Block Book** – San Francisco Savings Union, #150
1898	**Block Book** – San Francisco Savings Union, #150
1899	**Block Book** – San Francisco Savings Union
1899	**City Directory** – Chas Stephenson, r. Clark, Melrose
1900	**U.S. Census** – Stephenson Family. **Head**: Charles Stephenson, 41, New York (?),painter, owns house; **Wife**: Emily, 31, England; **Sons**: Walter, 10, William, 9; **Daughters**: Amy, 6, Etta H., 3
1901	**Block Book** – San Francisco Savings Union, #25
[1902	Block Book – Robert Stephenson – Lot 5, $100]
1902	**Block Book** – San Francisco Savings Union, $25
1909	**City Directory** – Chas F. Stephenson, paints 1338 High, r. Alameda
1910	**Block Book** – Chas F. Stephenson, barn #150, #100
1910	**City Directory** – Chas F. Stephenson, paints 1338 High, r. 32 Clark
1910	**U.S. Census** – Stephenson Family. **Head**: C.F. Stephenson, 50, England, immigrated 1872, owner, painter; **Wife**: Emily, 40, England, immigrated 1889; **Sons**: Walter, 20, painter, Willie, 19, painter, Charles, 8; **Daughters**: Amy, 16, Henrietta, 15, Gladys, 5
1912	**Block Book** – Chas F. Stephenson, barn #150, #100
1915	**Block Book** – Chas F. Stephenson, barn #150, #100
1917	**Block Book** – Chas F. Stephenson, barn #150, #100
1920	**U.S. Census** – Stephenson Family. **Head**: Charles Stephenson, 57, England, immigrated 1889, owner, painter; **Wife**: Emily, 52, England, immigrated 1888; **Sons**: Walter, 29, painter, William, 27, clerk in post office, Charles, 18; **Daughter**: Gladys, 14
1921	**Block Book** – Chas F. Stephenson, barn #150, #100
1921	**City Directory** – Chas F. Stephenson, contract painter 4425 Clement, res. same
1923	**Block Book** – Chas F. Stephenson, barn #150, #100

LOT 16—4501 CLEMENT

Lot 16 was the end lot of a large holding that also included Lots 17-19 and all lots facing 46th Avenue, for a total of nearly 3 acres. The 1880 Block Book listed Henry P. Wood as the owner of this property, although no improvements had been made. By 1889 Mary C. Wattles owned the land, although again no improvements were made. Between 1892 and 1897, Stewart Crevling was listed as the owner. Improvements were assessed in 1897 for $75, indicating some sort of structure on the property. The 1897 Sanborn Fire Insurance Company map indicates this structure was a small one-story dwelling.

Just prior to the 1898 explosion, the San Francisco Fuse Manufacturing Company purchased all the lots. The explosion destroyed the structure located on Lot 16.

The 1910, 1912, 1915, and 1917 Block Books for Oakland all indicate that Lot 16 was leased. The San Francisco Fuse Manufacturing Company continued to own the property, which now contained a tank and engine house for a water pump. In 1910 and 1912 it was leased to T. Raton. By 1917 Block Book also lists a house, barn, and hothouse on the property.

In 1918 Annie F. Rodda purchased all the lots. She owned the property until at least 1923. In 1920 Tao Yoshika and his wife lived at 4501 Clement on Lot 16. He was listed as owner, although that year's Block Book indicates that Annie F. Rodda continued to own the land. Mr. Yoshika had immigrated from Japan in 1908 and was employed as a vegetable farmer. A wife was listed with no name given. She was also from Japan and had immigrated in 1913. They had no children at the time of the 1920 census.

Documentary Research for Lot 16–4501 Clement

ABSTRACT

Structure:

1897	Small one-story dwelling.
1912	Larger one-story dwelling with small side porch. One-and-one-half-story converted barn (4501-1/2 Clement).
1925	Same dwelling. Greenhouse in rear. One-story apartment in rear.

Ownership:

1880	Henry P. Woods (also owned Lots 17–19 and all lots facing 46th Avenue)
1889	Mary C. Wattles (also owned Lots 17–19 and all lots facing 46th Avenue)
1892–1897	Stewart Crevling (also owned Lots 17–19 and all lots facing 46th Avenue)
1898–1917	San Francisco Fuse Manufacturing Company (also owned Lots 17–19 and all lots facing 46th Avenue)
1918–1923	Annie F. Rodda (also owned Lots 17–19 and all lots facing 46th Avenue)

Occupation/Use:

1898	Property destroyed by explosion
1910–1917	Pump house
1920	Tao Yoshika and wife

DOCUMENTARY TIME LINE

1880	**Block Book** – Henry P. Wood
1889	**Block Book** – Mary C. Wattles
1892	**Block Book** – Stuart Crevling, $150
1893	**Block Book** – Stewart Crevling
1897	**Block Book** – Stewart Crevling, $75
1898	**Block Book** – San Francisco Fuse Manufacturing Company
1898	**Block Book** – San Francisco Fuse Manufacturing Company
1901	**Block Book** – San Francisco Fuse Manufacturing Company
1910	**Block Book** – San Francisco Fuse Manufacturing Company, leased ground to Raton, Tank and Engine House for pump in water, assess engine for #200
1912	**Block Book** – San Francisco Fuse Manufacturing Company, improvements on leased ground to T. Raton, tank and pump house #200
1915	**Block Book** – San Francisco Fuse Manufacturing Company, Pump Station improvements on Leased Land pp 200
1917	**Block Book** – San Francisco Fuse Manufacturing Company, improvements on leased land, House, Tank, Barn, Hothouse #400

1918 **Block Book** – Annie F. Rodda #400

1920 **U.S. Census** – Yoshika Family. **Head**: Tao Yoshika, 40, Japan, immigrated 1908, owner, vegetable farmer; **Wife**: no name given, 35, Japan, immigrated 1913

1921 **Block Book** – Annie F. Rodda #400

1923 **Block Book** – Annie F. Rodda #400

Recommendations

The potential for NRHP-eligible archaeological resources in the High Street ADI is high, since the area was occupied prior to the availability of municipal refuse services. Subsurface test trenching done by Mc Ilroy and others (2002) exposed historic-period artifacts within the boundaries of all five properties discussed above. Although those trenches were placed with the principle aim of determining the presence or absence of prehistoric archaeological remains, they also confirmed the depositional history present in the immediate vicinity of the sensitive historic-period archaeological lots discussed here. Many of the datable artifacts recovered during that work were determined to be from the 1880s and 1890s.

Expected significant resource types include privies and other refuse-filled features associated with domestic occupation sites. A layer of inadvertent fill associated with the 1898 explosion may also be encountered. During the testing reported by Mc Ilroy and others (2002), a discrete layer of ash and burnt materials was uncovered in Trench 30, located within the boundaries of 4425-4433 Clement Street. Similar to deposits associated with the 1906 San Francisco earthquake and fire, a burn layer such as this is a significant stratigraphic marker, effectively representing a "moment in time." Deposits related to this layer may also contribute greatly to the research themes outlined in the research design and could provide valuable diachronic data on questions related to Theme A (Consumer Behavior/Strategies), Theme B (Ethnicity/Urban Subcultures), and Theme C (Urban Geography).

The test trenches exposed historic-period materials within one meter of the present-day ground surface. Excavation for the proposed footings is estimated to extend to a depth of two to three meters. Therefore, historic-period resources are within range to be encountered. The following treatment plan defines the approaches that will be used to discover archaeological remains in sensitive portions of the High Street ADI, evaluate their importance and NRHP-eligibility, and recover important data from any eligible remains that will be impacted by the project.

CHAPTER 5
EVALUATION CRITERIA AND TREATMENT PLAN

by Mary Praetzellis and Adrian Praetzellis

Introduction

Due to the time and logistical constraints placed upon the High Street Project, the archaeological component will follow a consolidated approach to Section 106 compliance. The chief constraint is that current Oakport Street and several commercial structures presently cover a portion of the project's ADI expected to contain NRHP-eligible historic-period archaeological resources. Those structures will not be removed until the construction process is initiated. The identification, evaluation, and data-recovery phases will be collapsed into a single operation. The preceding chapters have provided a context for evaluation and predictions as to where significant archaeological deposits may have survived. This chapter outlines methods for the identification and evaluation of archaeological remains and a treatment plan for those remains determined to be NRHP-eligible. All archaeological work will be conducted according to ACHP guidelines as set forth in *Treatment of Archeological Properties: A Handbook* (ACHP 1990) and *Archeology and Historic Preservation: The Secretary of the Interior's Standards and Guidelines* (NPS 1983; 48 CFR 44716-44742). Investigations will be performed under the supervision of historical archaeologists and historians whose education and experience meet or exceed the *Secretary of the Interior's Professional Qualifications Standards* (NPS 1983; 48 CFR 44738-44739).

Identification Plan

The purpose of test investigations will be to determine the presence or absence of remains representing legally important property types. The areas to be examined were chosen using a modified version of the predictive criteria developed by Schulz (1979), as well as information about the historic-period uses of the project area. While an investigation strategy based on predictive modeling is a practical solution to the problem of archaeological identification in an urban context, the strategy cannot take into account all potentially significant property types. In short, there are some potentially important property types whose locations are simply unpredictable. This leaves the possibility that important properties, including the remains of unrecorded buildings and structures, may be disturbed in locations that are not tested.

Identification Methods

Archaeological excavation will be accomplished on a parcel-by-parcel basis. Prior to beginning fieldwork, each staging area will be fenced and arrangements will be made for security during off-work hours to prevent souvenir hunting. Archaeological testing will follow immediately after each area is exposed so that souvenir hunters do not destroy deposits prior to study. Evaluations will be made and documented for each location tested.

As described above, archaeological testing has two goals: to identify potentially important archaeological remains and to evaluate them. The identification phase presents challenges to conventional method since the archaeological deposits are likely to be covered by varying depths of fill soil. For this reason test scraping or trenching will be done with a hydraulic backhoe/loader with a 36-inch-wide bucket or similar equipment, depending on the depth of fill expected.

Testing will emphasize the exposure of former living surfaces and closely-dated sheet refuse layers (e.g., fill from 1898 explosion), as permitted by construction and engineering constraints. For historic archaeological properties, areas to be tested will be those where refuse-filled features are most likely to have been created and to have survived to the present.

Field Exposure Procedures

As cultural features and stratification are identified during the test investigation, they will be exposed in plan by hand, photographed, and mapped in relation to a permanent datum. The evaluation phase involves determining a feature's structure and stratigraphic integrity, its approximate date of deposition, and range and quantity of artifacts. The approximate depth of refuse-filled features may often be gauged by probing with a steel rod. To assess each feature's content and integrity, an appropriate portion of each will be hand excavated. In the case of a refuse-filled privy, for example, the feature will be cross-sectioned and part of each layer excavated. The proper level of effort for each feature will be determined by the field director as it is investigated.

Excavated soil will be passed through 1/8- or 1/4-inch screen, as appropriate, to document the presence of all classes of artifacts. Artifacts will be initially identified and, when possible, dated in the field. Those belonging to features eligible for the NRHP will then be transported to the archaeological laboratory for verification of the initial description and subsequent cataloging. Materials from features determined to be ineligible for the NRHP need not be removed from the site. At the discretion of the field director, they may be reburied in the features from which they were excavated.

EVALUATION

Historical Research

The project's research design will permit informed decisions regarding the significance of archaeological properties to be made in the field. Considerable historic data have been collected, organized, and summarized by parcel. These data will be used in the field to associate archaeological deposits with specific households or neighborhoods. Project historians will remain available to perform location-specific research as needed.

Evaluation Procedures and Criteria

Archaeological properties that are discovered during testing will be evaluated first for integrity. Integrity is an essential prerequisite for NRHP-eligibility. For most archaeological properties, integrity is a matter of the property's research potential. This dictum, however, begs the question of the property's physical condition. The research questions in the project research design have archaeological data requirements that include, in addition to portable artifacts, an adequate archaeological context in the form of archaeological strata, interfaces, and features. To possess research potential, these types of phenomena must have adequate physical integrity in the form of what James Deetz (1977) has called archaeological "focus." By focus, Deetz refers to the level of clarity with which the archaeological remains can be seen to represent a particular phenomenon. Remains that represent a number of activities or other characteristics that cannot be separated out from one another are said to lack focus. Where focus is lacking as the result of disturbance, a property also lacks integrity.

The following criteria will be used to assess integrity:

1. Does the property have focus? That is, is it possible to interpret the behaviors that are represented by it?

2. Does the property have integrity of location and setting with respect to the arrangement of remains? That is, does the property retain a significant portion of its original contents and condition, and is it in its original location?

Properties that retain integrity will be evaluated in relation to the NRHP Criteria for Evaluation (36 CFR 60.4). For historic archaeological sites, this involves assessing the property's historical associations and information potential under Criterion D relative to the research topics discussed earlier in this plan.

Report

Appropriate primary numbers will be obtained and site records will be completed and forwarded to the Northwest Information Center, California Historical Resources Information System, and to Caltrans District 4 Environmental Planning South. A letter report will be prepared at the completion of the testing

phase to describe where testing was carried out and any deviations made to the procedures set out in this testing plan. Where field conditions necessitate changes to the testing plan, these modifications will be explained and justified in the report. All archaeological properties discovered will be described. The results of the evaluation process will be presented for each archaeological property.

TREATMENT PLAN

This section describes the treatment of those High Street Project archaeological properties that are determined in the field to be potentially eligible to the NRHP. Unlike the highly specific strategies envisioned in the *Secretary of the Interior's Standards and Guidelines for Archaeological Documentation* (48 CFR 44734-44737), the present treatment plan is generic in that it addresses the treatment of property types rather than specific, identified historic properties. This unusual approach is implicit in the strategy of consolidating the identification, evaluation, and data-recovery phases into a single operation. As discussed previously, properties that are discovered during testing will be evaluated for their NRHP-eligibility.

Treatment Options

The research design specifies two archaeological property types that may be affected by the High Street Project and are potentially NRHP-eligible under Criterion D: domestic occupation sites and closely dated inadvertent fill layers. For this reason and because the nature of the project is such that construction plans cannot be altered, the treatment plan emphasizes data recovery as the most appropriate mitigation measure in both cases.

Field Excavation Strategies

Since no properties that will be subjected to data recovery have been identified—let alone archaeologically examined—the strategies outlined in this section will emphasize the extraction of classes of data from types of archaeological contexts that are anticipated by the research design. While a specified number of areas have been selected for archaeological testing, the number, size, and configuration of actual archaeological excavation units cannot be predicted since archaeological materials and features will not be evenly distributed. Ultimately, these issues will have to be resolved as the individual phenomena are defined in the field.

Nevertheless, the discussion of property types gives a good indication of the types of archaeological phenomena that may be present. The research design also specifies the types of data these phenomena may contain that may be used to address the research questions. Thus, it is possible to develop general field strategies directed toward specific property types, by which the needed archaeological data can be extracted in the most effective manner.

The research design specifies several types of archaeological resources that may contain the types of data that are necessary to address the research questions. The research questions fall into two general classes that have some correspondence with these types of archaeological phenomena: questions that require primary deposits and landscape features that are arranged horizontally (such as sheet refuse, gardens, and structural remains such as building footings) and questions that require secondarily deposited assemblages of artifacts that are often arranged vertically (such as are often found in hollow/filled features such as backfilled wells, refuse pits, and outhouses). Given the limited size of the archaeological trenches expected to be opened on this project, it is anticipated that refuse pits and outhouses will be the main focus of the archaeological work. Sheet-refuse deposits may also be encountered, but right-of-way constraints may prevent their being fully exposed. Similarly, effectively dealing with landscape features and structural remains generally requires broader exposures than will be possible in this project

The questions specified in the research design can be addressed by both types of archaeological phenomena. Hollow/filled features are potentially important sources of discrete refuse caches. These features, their contents, and deposition dates can often be accurately dated and assigned to a historically documented

household or business. The contents often include household ceramics, glass containers, food bone, and personal accoutrements. Features that have documented associations and a range and quantity of artifacts are among the most important potential sources of data that can be used to address the research questions. These features will be excavated in a strictly stratigraphic manner, that is, according to the physical layers of deposition. The strata will be used as the primary provenience for artifacts contained in them. Cross-sectioning may be employed as a technique to view both the feature's structure and to sample each layer without excavating the stratum in its entirety. Notes will be taken for each encountered strata and interface. Those notes will include interpretations of the position of the layer or interface within the stratigraphic sequence of the investigated lot. A complete depositional sequence for each lot will be developed following the procedures described by Harris (1979).

Sheet refuse, the second expected resource type, accumulates on living surfaces and may be the product of either primary or secondary deposition, or a catastrophic event. Such deposits may appear as either a relatively thin layer of debris located at an archaeological layer interface or as a series of superimposed layers of substantial thickness. Primary deposits of this type, which often have the potential to address research questions concerning the spatial organization of activities, will be investigated horizontally in broad exposures coinciding with project impact areas. Special care will be taken in recording the spatial relationships of artifacts. Conversely, secondary depositions of sheet refuse tend to be relatively thick, reflecting their historic function as fill to raise low ground. Since primary deposits often occur at the interfaces of these layers, care is always taken when exposing these surfaces in areas such as domestic backlots. To the degree that the artifacts contained in a primary deposition of this kind can be assigned to an identifiable historical unit at an interpretively useful scale, they are of potential value as sources of important data and will be retained. Artifacts will not, however, be recovered simply "because they are there," since the important information in such a deposit may often be recovered by simply recording its structure.

Several kinds of data must be recovered from every property in order to realize its research potential. These include information on the deposit's structure, including stratification and features, horizontal extent and depth, and content including the nature and quantity of artifacts. In addition, the phenomenon must be placed in its temporal and cultural/historical contexts. The field techniques described in the identification plan above are, in general, applicable to data-recovery level work. Additional detail is provided below.

Where physical layers of deposition are not present, excavation of historic-period deposits will be controlled by means of successive 6-inch, or thinner, arbitrary levels. The material will be excavated using hand tools and, where appropriate, the soil will be passed through 1/4-inch screen. To facilitate the recovery of tiny artifacts, smaller screen size may be used. Each unit of excavation will be recorded on detailed forms on which the excavator and/or supervisor will note site structure and content. Artifacts will be bagged according to provenience; the bags will be marked with the provenience designation, screen size, excavator's name, and the date. In general, artifacts whose archaeological context is uncertain (i.e., unstratified finds) will not be collected unless they are of potential value for public interpretation. Excavations will be mapped in relation to permanent datum points. Excavations will be recorded on plan and cross-section drawings drawn to scale, as well as by 35mm black and white print photographs and color slides.

Laboratory Work

Historic-period Artifact Cataloging and Analysis Procedure

A provenience-based cataloging system will be used to inventory artifacts. Artifacts are cataloged according to archaeological provenience and type of material. The catalog number, which is marked on each object, is made up of three elements: the accession number, the provenience reference, and the lot number. The intent of the system will be to integrate the material specialist's information with that of the catalogers to form a detailed catalog. Basic catalog information will be written onto the catalog sheets by the cataloger, entered into a database program (Paradox), printed out, added to and edited by the specialists, revised, and printed out as an appendix to the final report. Specialists also will divide materials into appropriate categories for presentation in their analyses. For interpretation and synthesis, the catalog of historic-period artifacts will

be further sorted into general function categories following a system devised by S. South (1977) and modified and expanded by other researchers for later periods and western U.S. contexts (e.g., Hardesty 1988; Praetzellis and Praetzellis 1990b; Tordoff 1987). These categories include activities, domestic, indefinite, industrial, personal, storage, structural, and unidentified use.

Historic-period artifacts recovered from the High Street Project excavations will be analyzed with two goals in mind: to allow the investigators to address questions identified in the research design, and to generate comparative data for other researchers to use. The utility of the data to be obtained and the cost of analysis will be the determining factors in the decision to initiate a particular form of analysis. Furthermore, "the field operation may recover data that may not be fully analyzed" (48 CFR 44736).

The enormous range of consumer goods available in late 19th-century California makes it impractical to specify the analytical procedures that may be carried out on all types of material that may occur. Rather, four of the most common classes will be described here. These pertain to ceramics, glass containers, buttons, and ferrous metal artifacts. Although particularistic issues can be tackled by the examination of individual classes of artifacts, it is emphasized that many of the identified research questions require insights that are obtained from a synthesis using data from several classes.

Ceramics will be sorted and tabulated by functional type, fabric, form, decorative treatment, and, where possible, place of origin. The minimum number of items (MNI) represented will be calculated as will the proportion of each type of the total class represented. Ceramic analysis can contribute to the determination of the date of deposition by using a variant on South's (1977) mean dating method that employs pieces that bear dated makers' marks. The relative cost of the collection may be estimated using price and availability data, such as G. Miller's (1980) economic scale. In the case of domestic table and decorative ceramics, the estimated dates of purchase and deposition may be used to estimate how the purchasers/users of the material responded to changes in taste and fashion, and their participation in certain culturally significant social rituals.

Glass will be sorted by functional category, color, and type. The definitions and methods developed by Parks Canada (Jones et al. 1985) will be employed. Design elements and makers' marks will also be noted. The material for each provenience will be described by vessel part, body form, possible function or contents, technological characteristics, size, and decorative detailing. The MNI will be calculated, as will the proportion of each type of the total class represented. Chronologically sensitive aspects of glassware, such as the use of the Rickett's mold or the automatic bottle-making machine, will be noted. The latter will be combined with ceramic and other artifact data to determine deposition dates. As with ceramics, the proportion of the various functional types of glassware in each provenience will be tabulated to help estimate the nature of the domestic or commercial entity that created the deposit.

Buttons will be sorted by size (in British lines and in inches), form, construction, and material type. Design elements and patent and makers' marks will also be noted. The latter marks provide useful information to help date archaeological deposits, while material, attachment type, form, and size are good indicators of garment type and function. Buttons may be associated with articles of gender- and age-specific clothing. The numbers and relative frequencies of button types can suggest site function.

Metal artifacts are often the most problematic archaeological finds since they are generally fragmentary, in poor condition, and bulky. These materials will be sorted by function and material. It is anticipated that most will be of ferrous metal and a minority of copper alloy. Food containers (tin canisters) tend not to survive in some urban archaeological contexts. Should tin canisters survive in project deposits, they will be identified and described according to the recording system developed by J. Rock (1987). Along with glass and ceramics, tin canisters provide information on dating, foodways, and consumer behavior, and add to the reconstruction of past ways of life.

Minimum Numbers of Items (MNI)

By quantifying artifacts in a standard analytical manner, they can be used for intra-site and inter-site comparison and analysis. MNIs are the minimum number of individual *items* (not the number of fragments) represented in an artifact collection (e.g., a bottle in 10 fragments is still only one item).

After cross-mending is completed, the artifacts will be cataloged and the Minimum Number of Items will be determined. Each intact object (e.g., complete unbroken bottle) will receive an MNI of 1. Items that crossmend and are reconstructable, with no missing pieces, will also be given an MNI of 1. The remaining artifacts will be carefully studied to ascertain whether non-cross-mending items could be from the same item. For example, saucer rim sherds that will not physically mend but are of the same material, curvature, thickness, glaze, and decoration will be considered associated and given an MNI of 1. Similarly, fragments representing unique decorative patterns or forms will each be given an MNI of 1. When it is determined that items conceivably could be from the same object, an MNI of 1 will be assigned to the group. All items with makers' marks that could not be associated with other items in the feature will receive an MNI count. Unmarked/nondiagnostic fragments that conceivably could be associated with marked/diagnostic items will not receive an MNI. Artifact fragments that exhibit form, color, material, or function unique to a feature will be assigned an MNI of 1 (e.g., a single cobalt-blue glass bottle body fragment where there is no other cobalt-blue glass in the feature).

Artifacts that always have been used together also receive an MNI of 1 (e.g., teapot and lid, both the lid and dish of a soap-dish drainer). Using this criterion, objects of different materials could be combined and given an MNI of 1 (e.g., a glass nursing bottle with its associated ceramic cap; a glass beer bottle and its associated crown cap). Items that are often considered a set but not always used or even purchased together, such as a cup and saucer or a slop bowl and pitcher, will be given a separate MNI. Shoes will be given MNIs based on pairs (e.g., 3 shoes of the same size, 2 left and 1 right = MNI 2); shoe-related paraphernalia, such as eyelets, will not be given an MNI when located in contexts with shoes. Since eyelets are used with items other than shoes, they will each be given an MNI when not found in a context with shoes. Similarly, individual buttons will be given MNIs, as it is not feasible to assign button counts to separate items of clothing. Another artifact type for which it is difficult to determine MNI counts is beads: for example, a single lamp whimsy could contain hundreds of beads of various styles and colors. When a function is not determined, each bead will receive an MNI of 1.

Dating Methods

All artifacts will be studied to see if they are temporally diagnostic. When present, ceramic makers' marks will be noted and researched to ascertain manufacturer dates of operation; named decorative patterns will also investigated and dated where possible. Where relevant, decorative techniques with known dates of manufacture will be noted (e.g., decals were introduced in the 1880s). As a result of the McKinley Tariff Act in 1891, all ceramic marks were required to bear the name of the country of origin. Marks without country of origin must date before this act and will be assigned an end date of 1891. Ceramic Registry marks—assigned to ceramic patterns and shapes that were registered with the Patent Office in London—functioned as a form of patent protection and were good for a period of three years from date of issue. For dating purposes, when a Registry mark is present on a ceramic artifact, the date range assigned is three years from the date of Registry mark issue. Thus a Registry mark of August 22, 1856, has a date range of 22 August 1856–1859. When makers' mark end dates are later than the date that specific lot was open for deposition, the date of lot closure will be used as the end date. For example, for a ceramic mark utilized between 1885 and 1946 found in a feature on a lot that was paved over in 1938, the date will be 1885-1938.

Glass artifacts with embossments and/or makers' marks will be noted and researched to determine place of origin, contents, and production date ranges. Date ranges will be based on when the company was formed, when it changed ownership or moved to a new address as listed in the embossment, and when the product was patented. By using both the bottle manufacturer and the bottle contents manufacturer, date ranges will be refined. Temporally diagnostic manufacturing techniques will also be used for dating. For instance, the crown cap was introduced in 1892; if a bottle company was in business from 1880 through 1920 and the bottle has a crown finish, a beginning date of 1892 will be assigned. Pressed-glass patterns will be studied and identified where possible. Finally, some glass items retain patent dates (e.g., glass illuminators), that will be recorded.

Discard Policy

Important Features. Some types of materials from important features will be discarded after they have been analyzed, catalogued, counted, and weighed. Identification of these materials will be based on lack of long-term research values, excessive quantity, poor condition, and/or health and safety risks. The discarded types can include the following:

- Window glass
- Glass lamp chimney body fragments, undiognostic bottle fragments, undiognostic glass fragments
- Nails (after being identified by type and given MNV totals)
- All leather and textiles (after being analyzed by a specialist) (Leather requires treatment with potentially hazardous and flammable material in order to be preserved. Only leather artifacts with clear interpretive value would be treated in this way.)
- Metal scraps, sheets, strips, and wire
- Corroded, non-temporally diagnostic ferrous items including wire, pipes, cans and lids, bolts, tubes, pans, and straps
- Slag and amorphous metal and glass

Other Features and Strata. During laboratory analysis, specific soil layers, and occasionally entire features, are frequently reevaluated as failing to meet research design criteria. Artifacts associated with these strata or features may be discarded. Prior to discard, individual items or classes or artifacts will be retrieved if they exhibit educational potential.

Analysis of Historic-period Zooarchaeological Remains

Data on provenience, taxon, element, portion, side, epiphyseal fusion status, butchering cuts, tool marks, taphonomic factors, and evidence of heat alteration will be recorded for each specimen using a computerized data-entry system developed by Sherri Gust (1995) for the Cypress Freeway project. Comparative collections such as those of the Anthropological Studies Center at Sonoma State University and at the California Academy of Sciences in San Francisco will be used for identification. The butchering units and pounds of meat weight will be calculated as specified in Gust (1996). Economic ranking of meat cuts according to late 19th-century retail values will follow Schulz and Gust (1983) and Gust (1996).

Historical and Oral-history Research

Historical research is an essential part of data recovery on historic-period sites. Archaeological data gain in importance as their context is refined and enlarged by information from the documentary record. Data requirements needed to answer the research questions are not all archaeological. In order to understand deposits from High Street Project sites, a more precise understanding of the social and economic correlates of the various categories of residents needs to be developed. There is also much additional site-specific and contextual historical data that should be collected once testing results are known. For example, production dates for artifact manufacturers may need to be researched to refine date ranges for artifacts and the deposits they came from.

Ownership of Archaeological Materials

All archaeological material shall remain the property of Caltrans. Upon the completion of the final report on the archaeological investigations, however, the collection will be transferred to an appropriate facility for permanent curation, where it will be available for study by researchers in the future. This facility will meet the standards set forth in *Curation of Federally Owned and Administered Archeological Collections* (36 CFR 79). In addition to the artifacts, soil samples, etc., the facility will also receive copies of field notes and drawings, special studies, and the final report. The designated repository for the San Francisco Bay Area is the Archaeological Collections Facility at Sonoma State University.

Report and Dissemination of Results

When all field work is concluded, a comprehensive technical report will be prepared to describe the archaeological project's goals and methods, and present its findings and interpretations. The report will synthesize the important archaeological data recovered through excavation with the information from archival research in order to address the questions identified in the research design.

The final report(s) will include the following elements:

- Executive summary
- Statement of scope
- Project location and setting
- Previous research summary
- Research goals and the strategies that guided research, testing, and data recovery
- Field and lab methods
- Archival research, including historic background and site-specific history
- Archaeological context
- Findings—site/feature content, structure, and historical/cultural associations
- Artifact descriptions
- Consideration of research problems and questions
- Conclusions
- References cited
- Appendices: reports of technical analysis

Standard IV of the *Secretary of the Interior's Standards for Archeological Documentation* mandates that "the results of archaeological documentation are reported and made available to the public" (48 CFR 44734). Depending upon the results of fieldwork, Caltrans may authorize a product specifically designed to convey the results of the research to the public. A popular report will be prepared if any eligible archaeological deposits encountered. Other interpretive products such as an exhibit will be considered if the magnitude of the data recovery effort warrants broader dissemination of results.

Caltrans will provide copies of the final comprehensive technical report to the FHWA, OHP, the Northwest Information Center of the California Historical Resources Information System, public libraries, research libraries, and other interested parties. A popular report will be provided to the same parties if data recovery occurs. In addition, it is possible that articles will be prepared for publication in professional and lay journals that will address the findings of the archaeological and historical components of the High Street Project.

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