

Appendix B SHPO Concurrence and Finding of Effect (FOE)

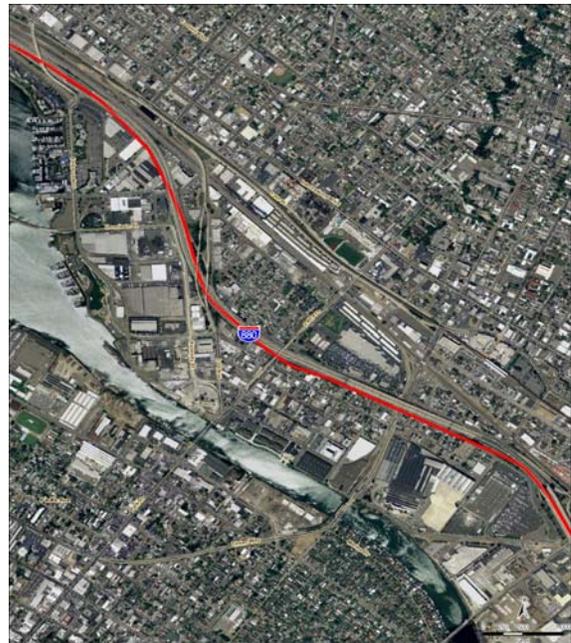
Finding of Effect Report

INTERSTATE 880 OPERATION AND SAFETY IMPROVEMENTS AT THE 29TH AVENUE AND 23RD AVENUE OVERCROSSINGS

Oakland, Alameda County, California

4-ALA-880 PM 28.4/29.2

EA 0A7100



Prepared for
**California Department of Transportation
District 4**

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August 2009

FINDING OF EFFECT REPORT REPORT

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1. INTRODUCTION

The National Historic Preservation Act of 1966 (NHPA), as amended, sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places (NRHP). Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) among the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA takes the place of the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans.

The term historic property refers to any cultural resource (i.e., prehistoric or historic district, site, building, structure, or object) included in, or eligible for inclusion in, the NRHP. The Secretary of the Interior maintains the NRHP and has established the Criteria for Evaluation as the basis for judging the significance and qualification of a property for the NRHP (36 CFR Part 60). When evaluated within its historic context, a property may be significant based upon one or more of the following four criteria:

- Criterion A – its association or linkage to events important in the past
- Criterion B – its association or linkage to persons important in the past
- Criterion C – its physical design or construction, including such elements as architecture, landscape architecture, engineering, and artwork
- Criterion D – its ability to yield important information about prehistory or history

In compliance with Section 106, cultural resource studies have been conducted; an area of potential effect (APE) established in consultation with Caltrans; local government experts on area historical resources consulted in identifying significant historic architecture resources; and outreach to the State Native American Heritage Commission and potential Native American interested parties have been completed. The cultural resource studies led to the recordation of two eligible properties: a historic district (the Kennedy Tract/"Jingletown" historic district) containing 161 properties; and the California Cotton Mills at 1091 Calcot Place. Although neither property was listed previously, both were recently determined eligible by the SHPO based upon review of the HPSR, which was completed and submitted to the SHPO during June 2009. The SHPO concurrence letter dated July 15, 2009 (Attachment F), documents this consultation action. In addition, two additional properties were identified which, though ineligible for the National Register of Historic Places, appear to be historical resources under CEQA. Caltrans, acting for the FHWA under NEPA delegation, applies the Criteria of Adverse Effect, finds No Adverse Effect without Standard Conditions for the project, and seeks the SHPO's concurrence.

2. DESCRIPTION OF THE UNDERTAKING

The Interstate 880 (I-880) Operational and Safety Improvements project is located at the existing I-880 freeway interchanges at 29th Avenue and 23rd Avenue in the City of Oakland, Alameda County, California (post miles 28.4 /29.2). I-880 traverses north to south through Alameda and Santa Clara Counties between I-980 in Oakland and I-280 in Santa Clara County (Figures 1 and 2). The Alameda Congestion Management Agency (ACCMA) has sponsored the project and is the Project's responsible agency. Caltrans is the lead agency, per FHWA NEPA and Section 106 delegation. The purpose of the proposed project is to improve the mobility of mainline vehicles and improve traffic safety through the I-880 corridor, in the vicinity of 29th Avenue and 23rd Avenue. Removal and reconstruction of the 29th overcrossing and the two 23rd Avenue overcrossings are the key project components. This will provide

area to widen the existing mainline lanes, widen mainline shoulders, and lengthen existing auxiliary lanes. In particular, lengthening the auxiliary lanes will increase the flow of vehicles along the mainline, which is expected to reduce the number of accidents in the area. Reconstruction of the overcrossings will also provide the necessary vertical clearances over mainline I-880. Caltrans has reported that vehicles carrying oversized loads frequently hit these bridges. Correcting these last few non-standard vertical clearances will greatly improve the mobility through the I-880 corridor. A more detailed narrative discussion describing the proposed project (Build Alternative) follows. A graphic representation of the proposed project can be found in Attachment A.

Northbound I-880/29th Avenue On-Ramp and Sound Wall

The northbound I-880/Lisbon Avenue on-ramp would be relocated to 29th Avenue, adjacent to the existing Shell gas station. A sound wall would be constructed on the east side of the relocated northbound I-880/29th Avenue on-ramp, extending from 29th Avenue north approximately 1,000 ft. The sound wall would be constructed as a Caltrans Standard with masonry block sound wall and would be approximately 12 ft in height as measured from the residential side. The relocation of the Lisbon Avenue onramp would extend the auxiliary lane to provide additional weaving distance between 29th Avenue and 23rd Avenue. The ramp relocation would also relocate regional traffic traveling through the residential street of East 8th Street, East 10th Street, Portwood Avenue, and Lisbon Avenue.

Removal and Reconstruction of the 29th Avenue Overcrossing

The existing two-lane 29th Avenue overcrossing structure would be removed and replaced with a three-lane overcrossing that meets current design standards for vertical clearance (16 ft, 6 in). The 29th Avenue overcrossing would provide three 12-ft travel lanes (one eastbound lane and two westbound lanes), 5-foot outside shoulders (bike lanes), and an 8-foot sidewalk on the north side of the structure. The dual westbound 12-foot travel lanes would be provided to accommodate the dual left turn lanes at the new northbound off-ramp. The new overcrossing would have a 120-foot span to allow for northbound I-880 improvements, including 12-foot auxiliary lane construction, 12-foot travel lanes, a 5-foot to 10-ft outside shoulder, and 2-foot to 4-foot inside shoulders. The existing Ford Street/29th Avenue and East 10th Street/29th Avenue intersections would be reconstructed to accommodate the new profile of the overcrossing.

Northbound I-880/29th Avenue Off-Ramp

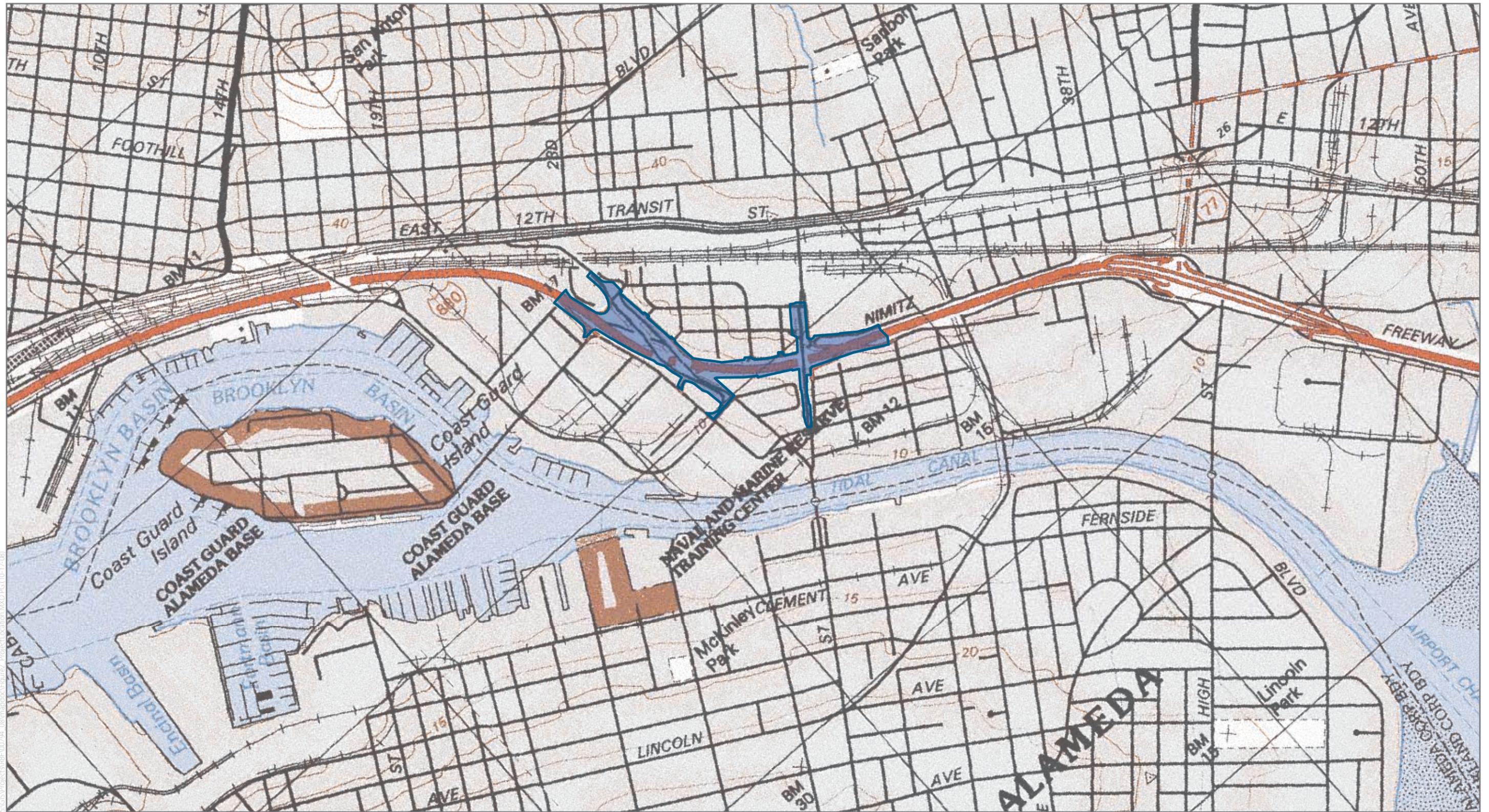
The Project would elevate the northbound I-880/29th Avenue off-ramp to terminate at the new 29th Avenue overcrossing structure at a signalized intersection. This would provide a 555-ft off-ramp, increasing the deceleration length and providing additional vehicle queue storage. The northbound I-880/29th Avenue off-ramp at the terminus would include three 12-ft travel lanes (dual left turn lanes and dual right turn lanes), a 4-foot left shoulder, and an 8-foot right shoulder. The portion of the off-ramp leading up to the overcrossing structure near East 9th Street would be supported on both sides with Type 1 cantilever retaining walls, or MSE walls, approximately 175 feet long and varying in height from 3 feet on the east side to 16 feet near the beginning of the ramp bridge structure. Signal phasing priority at the new intersection would also be provided for the off-ramp vehicles.



K:\LOS ANGELES\PROJECTS\1880\MAPDOC\REGIONAL_LOCATION_FIGURE1.MXD NB (10-17-08)

SOURCE: ESRI Streetmap USA (2007)

Figure 1
Regional Location
I-880 Operational & Safety Improvements Project



SVGIS\Projects\BBP\07094_08\maddoc\Figure2_ProjectLocation.MXD PG (10-17-08)



1 inch equals 1,000 feet



Archaeological APE

Figure 2
Project Location
I-880 Operational and Safety Improvements at
29th Avenue and 23rd Avenue Overcrossings

Removal and Reconstruction of the 23rd Avenue Overcrossing and Reconstruction of the Northbound I-880/23rd Avenue Ramps

The Project would shift the northbound I-880 off-ramp to have an increased radius and meet current design standards for sight distance requirements. The project would shift the northbound I-880 off-ramp to bypass the existing East 9th Street/23rd Avenue T-intersection and terminate immediately east of East 10th Street. The reconfigured alignment would provide a 775-ft off-ramp, thus increasing the deceleration length and providing additional storage length for queuing vehicles. In order to prevent pedestrians from accessing the northbound I-880/23rd Avenue off-ramp, an access-control, chain link fence would be constructed. This chain link fence would begin at the north end of the proposed sound wall and end at East 10th Street.

In addition, the proposed project would remove the two existing 23rd Avenue overcrossings and replace them with a single, four-lane overcrossing that meets current design standards for vertical clearance (16 feet, 6 inches). The new overcrossing would provide an 800-foot span over I-880, accommodating 12-ft mainline travel lanes, 10-ft outside shoulders on northbound I-880 and maintain the existing southbound mainline lanes and on-ramp. The overcrossing would accommodate 12-foot travel lanes (one westbound and two eastbound), 5-foot shoulders (bike lanes), and a 6-foot sidewalk for pedestrians on the south side.

The East 11th Street/23rd Avenue intersection would be reconstructed to accommodate the following:

- Remove the existing northbound I-880/eastbound 23rd Avenue on-ramp;
- Construct a new signalized intersection at the Northbound I-880/23rd Avenue on-ramp;
- Provide dual left-turn lanes from eastbound 23rd Avenue to the northbound I-880 on-ramp;
- Reconstruct the existing northbound I-880/23rd Avenue on-ramp to accommodate the two left-turn lanes; and,
- Reconstruct the existing signal at East 11th Street/23rd Avenue.

Pedestrian facilities in the reconstructed East 11th Street/23rd Avenue intersection would be similar to existing conditions. Entrance to the Kennedy Tract/“Jingletown” neighborhood from the 23rd Avenue overcrossing would remain in the current location in the vicinity of East 11th Street. Pedestrians traveling east from the west side of I-880 to the Kennedy Tract/“Jingletown” neighborhood on the east would access the neighborhood via a push-button controlled crosswalk at the proposed northbound I-880/23rd Avenue off-ramp terminus. Sidewalks would be provided on the south side of the 23rd Avenue overcrossing via a five-foot sidewalk, consistent with the current conditions.

Right-of-Way Acquisition

Implementation of the Project would result in right-of-way (ROW) acquisition. At a maximum, ROW acquisitions would occur along the north edge of 29th Avenue and along the right edge of the I-880 northbound off-ramp at 23rd Avenue (see Attachment A). The entire vacant lot would be acquired on the north side of 29th Avenue between East 9th Street and East 10th Street. Along the right edge of the I-880 northbound off-ramp at 23rd Avenue, between 27th Avenue and 23rd Avenue, 3 feet to 22 feet of ROW would be required from two industrial parcels in order to reconstruct the northbound off-ramp at 23rd Avenue.

Construction Areas

Construction of the Project would require grading and other ground disturbing activities. As this project is raising the reconstructed overcrossings, little grading is required below the ground surface other than that required for construction of the structure foundations. The following ground disturbance depths would be associated with construction:

- Two to six feet below ground surface for grading activities associated with proposed roadway reconstruction. The proposed surface would be up to four feet lower than the existing surface under the 29th Avenue overcrossing just east of I-880 and to the north along the proposed sound wall. Additional grading will be required to place the sound wall foundation and prepare for the new pavement section.
- Up to 20 ft below ground surface for reconstruction of the abutments and embankments associated with reconstruction of the 23rd Avenue and 29th Avenue overcrossings.
- Sixty to 120 ft below ground surface for piles (note that a range is necessary as steel H-piles or large cast-in-drilled-hole [CIDH] piles are anticipated) constructed in association with the 23rd Avenue and 29th Avenue overcrossings. Piles are also anticipated for the retaining soundwall along northbound I-880.

Project Alternatives

The Alameda Congestion Management Agency (ACCMA), in association with Caltrans District 4 and FHWA, proposed to make the improvements detailed previously, key components of which are the removal and reconstruction of the 29th Avenue and 23rd Avenue overcrossings (Caltrans Bridge Numbers 33-00139, 33-0141, and 33-0149) and reconstruction of the northbound I-880/23rd Avenue ramps.

Only a Proposed Build Alternative and a No Build Alternative are under consideration. Eight additional alternatives were also considered previously but rejected from further consideration (See Section 6).

The project would be subject both to California Environmental Quality Act (CEQA) and federal National Environmental Policy Act (NEPA) regulations. The Alameda Congestion Management Agency would be the responsible agency under CEQA and Caltrans would be the lead agency under both NEPA and CEQA.

Comparison of Alternatives

Two alternatives are under consideration: the No Build Alternative and the Proposed Build Alternative. Under the Proposed Build Alternative, a slight geometric deviation from the alternative is included and identified as the Build Alternative (Option A). The Build Alternative (Option A) is identical to the Build Alternative except for the intersection of East 9th Street/29th Avenue/northbound 29th Avenue on-ramp. Under the Build Alternative (Option A), this intersection is proposed as a roundabout configuration.

The Proposed Build Alternative, including Option A, has been determined to satisfy the project purpose and need. The design of this alternative was created through a lengthy process spanning over many years that included extensive coordination with the City of Alameda, and the City of Oakland and a public outreach effort. The Proposed Build Alternative also analyzed the cost of implementing this alternative based upon achieving greater roadway efficiency, improved geometry, and compatibility with the surrounding community. The Build Alternative is supported by the cities of Oakland, Alameda, as well as ACCMA and the Kennedy Tract/“Jingletown” community.

No Build Alternative

The No Build Alternative would maintain the existing facility in its current condition. No improvement would be constructed and existing conditions on I-880 would continue. As a result, operations along the mainline I-880 would continue to stay at unacceptable levels of service (LOS), exit ramp queues would continue to spillback onto I-880 due to insufficient ramp length; accident rates would continue to be above the state average due to the many nonstandard features in the study area; and the transportation of goods would continue to be restricted because of the nonstandard vertical clearance of the 23rd Avenue and 29th Avenue overcrossings.

Build Alternative (Option A)

Under the Build Alternative (Option A) a slight geometric deviation from the alternative is included and identified as the Build Alternative (Option A) (see Attachment A). Build Alternative (Option A) is identical to the Build Alternative except for the intersection of East 9th Street/29th Avenue/northbound 29th Avenue on-ramp. Under the Build Alternative (Option A) this intersection is proposed as a roundabout configuration.

The City of Oakland has expressed support for the Build Alternative (Option A) roundabout design, as it maintains local access and circulation in the vicinity of the Shell gas station. This local access and circulation is important to the local neighborhood and elementary school.

3. PUBLIC PARTICIPATION

The Project includes several cooperating agencies, including the Alameda County Congestion Management Agency, Caltrans District 4, City of Oakland, and City of Alameda, with Caltrans serving as the lead agency for CEQA purposes and for NEPA, per FHWA NEPA delegation. Consultation with local experts on historic resources included Betty Marvin, Historic Preservation Planner with the City of Oakland Cultural Heritage Survey (part of the Community and Economic Development Agency) and Susana Villarreal (City of Oakland, Community and Economic Development Agency)--a knowledgeable former resident of the Kennedy Tract/"Jingletown" neighborhood. Consultation occurred both during and following a building-by-building intensive survey of the properties within the APE.

Outreach to the public occurred through a series of public meetings with community residents and stakeholders beginning in 1999. A Neighborhood Action meeting was held on February 25, 2000 by the Mary Help of Christians Catholic Church Organizing Committee – an affiliate of Oakland Community Organizations. Since that time, this group has held meetings every few months to monitor project progress and identify community concerns. No concerns have been raised to date by community residents about the proposed project's effect on historic resources. At a community meeting held on January 18, 2006 to solicit input and ideas on the project, opportunities for community involvement were provided. Community participants attending generally expressed strong support for the project.

In an effort to identify archaeological and historical architecture properties, two cultural resource records searches were conducted for the project at the Northwest Information Center (NWIC) of the California Historical Resources Information System. The NWIC maintains the State of California's official records of previous cultural resources studies and known cultural resources for a 16-county area, including Alameda County. The purpose of the records search was to determine the geographic boundaries of previous studies, the location of potential significant historical resources, and the number of documented sites within the current APE, and included reviews of previously recorded sites and survey

reports, as well as historic maps documenting the area within a ½-mile radius. A records search was also conducted of the 2008 National Register of Historic Places listings, California Register of Historical Resources listings, California Historical Landmarks and Points of Historic Interest listings, the City of Oakland Landmarks listings, and the Caltrans Historic Bridge Inventory for Alameda County (dated April 2008).

On September 23, 2008, the Native American Heritage Commission (NAHC) was contacted to request that it conduct a search of its sacred lands database (SLD) and provide a list of Native American representatives that might have any information or concerns regarding the project area. The NAHC replied October 31, 2008, stating that the search of its sacred lands database did not indicate the presence of any Native American cultural resources in the study area. The NAHC also provided a list of local Native American representatives that may have interest in, or knowledge of, the project area. On November 7, 2008, a letter was sent to the list of Native American representatives identified by the NAHC. The letter included a brief project description, a map of the project area, and a summary of the records search results. The letter also requested that the recipient respond with any information or concerns. To date, none of the Native American representatives have responded with any concerns regarding the project.

Future planned public meetings will be arranged by the project proponent, the Alameda County Congestion Management Agency, to provide opportunities for public input on the project. The next planned public meeting (open house type format) is expected to occur in the Kennedy Tract/"Jingletown" neighborhood during August 2009 and will provide the attendees with an overview and status update on the project. A public meeting will also take place in late September/early October 2009 during the public review period for the environmental document. Focused meetings may also take place on an as needed basis with neighborhood stakeholders to discuss particular concerns.

The local government as well as any potential consulting parties will be notified of the Finding of Effect report's conclusions and will be offered a copy of the report for review concurrently with SHPO. Consulting parties would most likely be the Oakland Cultural Heritage Survey of the City of Oakland Community and Economic Development Agency; Oakland Heritage Alliance; and the Kennedy Tract/"Jingletown" neighborhood's Mary Help of Christians Catholic Church Organizing Committee.

4. DESCRIPTION OF HISTORIC PROPERTIES

Within the boundaries of the APE there are some 184 properties, 161 of these being part of a single grouping comprising a potential historic district (Attachment B – APE Map). This grouping, known as the Kennedy Tract/"Jingletown" historic district abuts I-880 on the east and is loosely bounded by 29th and 23rd Avenues, and East 8th and 11th Streets, and consists overwhelmingly of single and two-family residences constructed between approximately 1880 and the late 1920s (Attachment C). The other historic property is the Cotton Lofts/California Cotton Mills Weaving/Carding/Spinning Building at 1091 Calcot Place (Attachment D). An intensive survey of the entire APE identified no other properties that are National Register eligible historic resources. Among the non-eligible properties is the Fruitvale Station Shopping Center, a 13.5-acre community-scale shopping center constructed in 1997 from which a small easement would be acquired along East 9th Street as part of the proposed project; as well as 22 other commercial and industrial properties of varying dates and locations within the APE (Attachment B).

An archaeological resource survey was also conducted as part of the evaluation of the proposed project. In an attempt to identify such resources, ICF Jones & Stokes archaeologists conducted pre-field research that included a background records search for previously recorded resources, consultation with the California Native American Heritage Commission (NAHC) and local Native American

representatives, as well as pedestrian surveys of the project area. As a result of this study no archaeological resources were identified within or immediately adjacent to the project APE. The Project is situated on a relatively young (Holocene) alluvial fan in an area of moderate archaeological sensitivity. Also, site surveys clearly indicate that the area within the APE has been extensively modified and disturbed by multiple phases of urban development and redevelopment—much of this activity involving large-scale landfill and earth-moving actions. One prehistoric archaeological site is located within a half-mile of the project area, and one possible prehistoric site is recorded within a half mile. Additionally, 16 historic-era built resources and one recorded prehistoric site (CA-ALA-315) were identified within ¼ to ½-mile from the APE. The prehistoric site was recorded by N.C. Nelson circa 1909; however, any original records have been lost, and a 2005 survey of the area failed to find any prehistoric artifactual materials. The possible prehistoric site, P-01-10697, lacks sufficient evidence to be identified as such, and is more likely a historic trash scatter. The historic resources are all built-environment features dating mostly to the 1890s to 1920s period. Many of these resources no longer retain their original design or features.

Kennedy Tract/“Jingletown” District

Significant under Criterion C (primary), the Kennedy Tract/“Jingletown” district has a strongly cohesive architectural and design character that embodies Oakland’s late nineteenth and early twentieth century vernacular architectural tradition. This historic property has been determined eligible for the National Register through SHPO concurrence. Adjoined by a freeway (west) and railroad corridor (east), and located in a densely developed urban setting in which industrial uses predominate, the district is located between 29th Avenue and 23rd Avenue, bordered on the east by East 11th Street and East 10th Street, and by East 8th Street and Interstate 880 (I-880) on the west. Occupying approximately 40 acres, the grouping contains 161 properties in total, nearly all of which are single-family and two-family residences constructed between approximately 1880 and 1929. Architectural designs fall into four overall stylistic categories, including: Late nineteenth century rowhouses¹ in the Stick, Eastlake and Queen Anne Styles (1890s), as well as earlier simply detailed “Pioneer Cottages” – modest vernacular, gable-front houses of frame construction with very limited Italianate-inspired detailing (typically 1880s and early 1890s); Neoclassic Rowhouses (sometimes termed “Neoclassic Cottages”) with late Queen Anne, American Colonial Revival, or proto-Craftsman features (typically 1900 through mid-1910s); the American Foursquare house type (typically 1905 through mid 1910s); and Craftsman bungalows (typically mid-1910 through late 1920s). As the most significant Azorean Portuguese neighborhood in Oakland (c1900 -1950), this grouping also appears eligible under Criterion A (secondary) for ethnic-historical reasons. The Portuguese built and occupied a majority of the extant buildings in the Kennedy Tract/“Jingletown” neighborhood during the first half of the twentieth century, supplied a majority of the workforce in the adjacent factories, and established Mary Help of Christians Catholic Church (2605 East 9th Street)—a key contributing architectural resource and community institution within this neighborhood.

The district is bounded on the south by the southern property lines of 2861 East 10th Street (APN 019-0085-021-01), 2878 East 9th Street (APN 019-0085-022), and 2857 East 9th Street (APN 019-0084-028) and excludes the Portwood Shell Gas station (820 Portwood Avenue) at East 8th Street and 29th Avenue, as well as the vacant parcels that lie along the north side of 29th Avenue. The district is bordered on the east by the west curb line of East 11th Street, the northerly curb line of Lisbon Avenue between East 11th Street and East 10th Street, and the west curb line of East 10th Street from Lisbon Avenue extending south to the south property line of 2861 East 10th Street. The district is bounded on the north by 25th

¹ The term “rowhouse” is used in the City of Oakland architectural/historical resources survey to describe late nineteenth and turn-of-the-twentieth-century residences in which the first floor living space occurs above a tall ground-floor, or basement, level (typically a garage), and is accessed by a long flight of stairs. In this context, the dwelling need not share a common wall with an adjoining residence.

Avenue and the rear property lines of the residential properties facing East 10th Street and 26th Avenue, and the southerly curb line of East 9th along a canted westerly alignment to 23rd Avenue; it is bounded on the west by the easterly edge of I-880 continuing in a southeasterly alignment along the east curb line of East 8th Street to Portwood Avenue, easterly along the north curb line of Portwood Avenue to the east property line of 831 Portwood (APN 019-0084-012) and from there south along the rear property lines of the Portwood Shell gas station, 2851 and 2857 East 9th Street to the point of origin (Attachment C).

The historic setting in which the resource is located has been continuously eroded during the last century by incoming commercial and industrial development, and road improvement projects of varied dates that have changed road widths, alignment details, street materials, and in several instances, actual circulation patterns on local streets (viz., following construction of I-880, transformation of East 8th Street into an access route to the freeway). Construction of the Eastshore/Nimitz Freeway (I-880) beginning in the late 1940s through the western edges of the neighborhood greatly changed the historic setting and expedited the demolition and/or conversion of residential properties into industrial uses.

Character defining features for the resources in this grouping include the neighborhood's narrow lot sizes (typically 25 feet wide), as this is a key characteristic of working class residential subdivisions of the late nineteenth century. The historical architecture resources found within the delineated district boundaries consist overwhelmingly of one- and two-story residential buildings in a small and consistent range of architectural styles (viz., Italianate, Queen Anne, Eastlake, American Foursquare, Neoclassic cottages, and Craftsman bungalows), of frame construction with wood siding, and featuring tall ground-level basement stories. Mary Help of Christians Catholic Church, 2605 East 9th Street, with its frame/overlap board sheathing construction, along with its associated open space, are further character-defining features within the grouping.

The district's contributing features include only buildings (including the orientation of those buildings to the street) and the narrow lot sizes that characterize the subdivision and which serve to identify it as a late nineteenth century working class subdivision. Non-contributing features within the district boundaries include the public rights-of-way, such as streets and sidewalks, and landscape features in both the public right-of-way and on private property. Due to the difficulties of gaining visual access from the public right-of-way, most auxiliary buildings, such as sheds and outbuildings, were not counted or documented as contributing resources. Although nearly all the buildings in the district have been altered in some reversible fashion (e.g., typically window sashes have been replaced), 76 percent of the resources were deemed contributing and only 24 percent of the properties were deemed non-contributing. The 34 non-contributing properties include vacant lots, parking lots, substantially altered older buildings, and incompatible, intrusive, newer development (viz., the one-story tilt-up concrete auto upholstery shop at 2800 East 8th Street/815 Portwood Avenue constructed in 1964; one-story prefabricated industrial building at 809-811 Lisbon Avenue; flat-roofed apartment building at 2716 East 9th Street constructed in 1958; and newer tilt-up concrete or concrete block industrial buildings at 2601 East 11th Street [constructed in 1971]; and, 2633 East 11th Street [constructed in 1966]).

1091 Calcot Place - California Cotton Mills Weaving/Carding/Spinning Building

Located in the northernmost portion of the APE, at 1091 Calcot Place, the California Cotton Mills Weaving/Carding/Spinning Building is a four-story building of utilitarian design, and is of partially reinforced brick construction that features flat concrete lintels above each of the paired, nearly floor-to-ceiling height steel industrial sash windows. The building has a flat roof, is rectangular in plan, and is approximately 125 by 200 feet in its outside dimensions. It is eight window/door bays across on its south and north walls and eight bays across on the east and west elevations—the bays feature large steel industrial sash windows typical of early twentieth century industrial loft buildings. Enlivening the design are two clock towers that rise nearly one full story above the rest of the building. The Weaving/Carding/Spinning

Building is the principal surviving structure within what was once a large compound of numerous mill buildings and structures. Construction of the I-880 (Eastshore/Nimitz Freeway) during the late 1940s/early 1950s resulted in the demolition of all but one other structure on the property—a one-story flat-roofed addition abutting the north wall of the Weaving/Carding/Spinning Building (Attachment D). It is believed to be the only surviving portion of a machine-polishing building built in 1940 (Adrian Wilson, architect). This addition has been largely demolished and significantly remodeled. Abutting it on the north is a one-story tall brick wall with a corbelled cornice. This feature is a fragment and appears to be the only surviving wall from one of the nineteenth century mill buildings that once occupied the property and that were largely demolished in 1917 for the construction of the Weaving/Carding/Spinning Building. This fragment wall is ineligible (although its age and its association with the early development of the mill make it noteworthy in purely local historical terms). The only other building on the property is located approximately 300 feet north of the Weaving/Carding/Spinning Building at the far northern corner of the property. It is a non-contributing, one-story, flat-roofed shed structure of concrete block construction (c1965). The shed, which is considered ineligible, dates from after the mill facility ceased operations in 1956 and is not significant for either architectural or historical reasons.

Other non-contributing elements include a continuous, one-story tall concrete brick screening wall featuring hopper industrial sash windows, and is located north and west of the Weaving/Carding/Spinning Building. It dates from c1953 when all other buildings on the property, with the exception of the Weaving/Carding/Spinning Building, were demolished. This wall, along with a more recent c1960 concrete block extension of it, screen the property from I-880 (west). Both walls are ineligible. In addition, there is a ten-foot tall metal security fencing of recent date (c 2000) that encloses the property along the Calcot Place (south) and the Union Pacific Railway right-of-way (east) property boundaries. It is also ineligible.

Determined eligible for the National Register through SHPO concurrence (See Attachment F), the 1917 California Cotton Mills Building is significant under National Register Criteria A and C, at a local level of significance. Under Criterion C, the resource is significant as a fine example of industrial mill architecture. Under Criterion A, the resource is significant as the principal and only intact surviving building in what was once considered the largest cotton processing plant west of Chicago, and as one of the largest industrial facilities in Oakland. This facility produced one of the largest arrays of cotton products in California, including cotton batting, sheeting, towels, duck covers, canvas, bags for grain, coffee and other commodities, wicking, twine and mops. The Mill is also significant for ethnic historical reasons, as it was integral to the development of the Kennedy Tract/Brooklyn Basin neighborhood (known commonly in Oakland as “Jingletown”) during the late nineteenth century/first half of the twentieth century. It drew hundreds of Azorean Portuguese immigrant workers. These workers typically resided within quick walking distance in the close-knit adjoining Kennedy Tract/“Jingletown” neighborhood, where they built many of the existing homes and small service businesses. The mill was also the scene of important immigrant and women labor struggles in 1911 and 1918.

The only eligible resource on this property is the Weaving/Carding/Spinning Building, with its early twentieth century industrial loft design elements described previously, including its utilitarian brick and concrete construction, large steel industrial sash windows, and its corner tower architectural elements—the key character defining features.

5. APPLICATION OF THE CRITERIA OF ADVERSE EFFECT

The assessment of the effects of a project on historic properties uses Section 106 Criteria of Effect and Adverse Effect. A project is considered to have an effect if it alters the characteristics of a property that qualify it for the NRHP, or if it alters features of a property’s location, setting, or use that

contribute to its significance (36 CFR 800.5[a]). The criteria of adverse effect for a project include alterations, which if implemented, would diminish the integrity of the location, design, setting, materials, workmanship, feeling, or association of the property. 36 CFR 800.5 (a) lists the following potential adverse effects on historic properties that could occur:

- Physical destruction or damage to all or part of a property;
- alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic properties (36 CFR part 68);
- removal of the property from its historic location;
- change of the character of the property's use or of the physical features within the property's setting that contribute to its historic significance;
- introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features, and/or;
- transfer, lease or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Two historic properties occur within the APE, including the Kennedy Tract/"Jingletown" historic district, and 1091 Calcot Place. However, the adjoining neighborhood setting of those properties has been substantially degraded in visual and physical terms due – in large measure – to the demolitions accompanying the construction of I-880 (Eastshore/Nimitz Freeway) beginning in the late 1940s, as well as the incongruities of nearby land uses. Large industrial buildings border the historic district on the east and north, with vacant land bordering on the south along 29th Avenue. Across 29th Avenue to the south is Lazear School and playground. The school's facilities date from the 1970s and later and do not include historic structures. As recently as 1951, Sanborn Fire Insurance maps show that 1091 Calcot Place was bordered by a residential neighborhood on the south along Calcot Place (formerly Kennedy Street) and by dense industrial development on the west and north. Many adjacent buildings on the southwest, west and north were demolished as a result of the construction of I-880, and as a result 1091 Calcot Place now stands alone on the north side of Calcot Place on its own triangular-shaped parcel, bordered by the I-880 right-of-way on the west and the Union Pacific Railroad corridor on the east.

Kennedy Tract/"Jingletown" District

Although the Project would occur within the delineated boundaries of the potential Kennedy Tract/"Jingletown" historic district, it does not call for the demolition of any resources within the boundaries of the district, only minor land acquisition from one newer intrusive, non-contributing industrial property. Nor would the Project affect, in some other adverse manner, any historical architecture resource deemed a contributing historic resource within the delineated boundaries of the district (e.g., adverse changes to historic setting). With the one exception referenced above, all other proposed project improvements would occur within the public right-of-way and outside the district boundaries. In cases where new public right-of-way is proposed for acquisition, no historic properties in the delineated historic district would be so acquired, and no character defining features of contributing resources within the district would be adversely affected through such acquisitions. Nor would the Project affect in some other adverse manner any historical architecture resource deemed a contributing historic resource within the delineated boundaries of the district because no physical destruction or alteration to a contributing historic resource is proposed, and no damage to such resources is anticipated. The Project does not call for the removal of any historic building from its current location, or for changes in the character of the property, or to the physical features associated with the property that contribute to its historic significance. Moreover, the Project does not call for the transfer, lease, or sale of Federally-

owned property. Temporary construction easements and construction staging are proposed to occur on vacant land or within the I-880 rights-of-way and would result in only minor temporary changes to the visual setting, which is of low visual quality generally. The construction easement along the north side of 29th Avenue adjoins but is outside of the historic district boundaries and would not substantially compromise the adjoining neighborhood's already degraded physical/visual setting (Attachment E - Photos 2 and 3).

Construction of a sound wall along East 8th Street would occur outside the boundaries of the potential historic district. All but one of the buildings abutting East 8th Street are non-contributing resources.

At present, only a chain link fence separates the buildings along East 8th Street from I-880. One looks directly into the freeway traffic without landscape screening of any kind, or buffering from the freeway noise, and no new landscaping currently is being proposed as part of the project to screen the sound wall (Attachment C – Photo 3). Only one contributing resource exists along East 8th Street (811 Portwood Avenue) - all other buildings abutting the street are comprised of non-contributing newer intrusive structures (e.g., c 1990 prefabricated industrial buildings at 809-811 Lisbon Avenue) and one significantly altered older residence and its garage/workshop structure (821 Lisbon Avenue). A visual simulation shows what the potential visual impact of the proposed sound wall is in its proposed location along East 8th Street north of 29th Avenue (Attachment E).

The Project would not adversely affect the activities, features, and attributes that qualify the subject resource for protection under Section 106.

1091 Calcot Place - California Cotton Mills Weaving/Carding/Spinning Building

The Project would not occur within the boundaries of the California Cotton Mills Weaving/Carding/Spinning Building property at 1091 Calcot Place, nor does it call for the demolition of any resources within the boundaries of that property. All proposed project improvements adjoining 1091 Calcot Place would occur within the public right-of-way. No character defining features of the subject property, including the California Cotton Mills Weaving/Carding/Spinning Building and its architectural elements would be adversely affected.

Temporary construction easements and construction staging are proposed to occur either on vacant land or within the I-880 rights-of-way and would not adversely affect the attributes that qualify this property as an historic resource under Section 106.

In summary, the Project would not adversely affect the activities, features, and attributes that qualify the California Cotton Mills property at 1091 Calcot Place for protection under Section 106 because the subject property would not be acquired, and neither the California Cotton Mills Weaving/Carding/Spinning Building nor its character defining architectural elements would be adversely affected through any type of project-related acquisition process. Nor would the Project affect in some other adverse manner the subject building because no physical destruction or alteration to the building is proposed, and no damage to it is anticipated. The Project does not call for the removal of the subject building from its current location, or for changes in the character of the property, or to the physical features associated with a property that contribute to its historic significance. Temporary construction easements and construction staging are proposed to occur on vacant land or within the I-880 rights-of-way and would result in only minor temporary changes to the visual setting, which is of low visual quality generally. Any construction easements would occur within the public right-of-way, rather than on the subject property, and would not substantially compromise the adjoining neighborhood's already degraded physical/visual setting (Attachment E).

Ineligible Properties That are Historical Resources under CEQA

Two properties were identified in the Kennedy Tract/“Jingletown” and adjoining Brooklyn Basin neighborhood that do not meet National Register criteria but have been considered historical resources for the purposes of CEQA on the basis of a local survey meeting OHP standards (City of Oakland Cultural Heritage Survey). The two properties include 646 Kennedy Street (Barrow Pringle Corporation) – a partially reinforced brick masonry industrial loft building (1924; c1960) and 948-976 23rd Avenue (Eandi Metals) – a metal fabrication factory complex comprised of one- and two-story concrete and brick masonry buildings (1956; 1962; 1975). The two properties are significant for their strong local historical associations, and not as architectural works.

Project Potential for Adverse Noise or Vibration Effects

Project design is at a preliminary level of development at this stage of the environmental review process. One of the project purposes, however, is to address I-880 noise levels, which are above the noise abatement criteria (NAC) of 67 dBA for sensitive receptors (i.e., those in the most severely affected area located between I-880 and East 9th Street). In accordance with 23 CFR 772, noise abatement measures are to be considered when noise impacts are predicted in areas of frequent human use that could benefit from a decreased noise level. Based upon the analysis of the noise consultant (Wilson, Ihrig & Associates, Inc. 2009), sound walls are being recommended as part of the project to address the noise impacts. Although a final decision on the construction of the noise abatement will be made upon completion of the project design, sound walls are considered the only feasible abatement strategy, and based upon the noise analysis, are expected to abate noise by 5dB to 8dBA or more at all receptor locations experiencing the severest impact. Attachment E to this document shows the siting of the sound walls in plan view and in relation to the Kennedy Tract/“Jingletown” historic district, and also includes a simulation that depicts how the wall will look when constructed.

Analysis was also done to assess the potential of the project to pose impacts due to reflected noise. Caltrans has done a number of studies where measurements indicate that at most a 2dB increase can be anticipated due to reflected sound. Such a small increase would not be perceptible to sensitive receptors (Wilson, Ihrig & Associates, Inc.). The noise analysis for the project indicated that the proposed sound wall would result in an increase of less than one decibel (0.79dB) to existing levels of noise on the west side of I-880, and that the potential containment of noise produced by trains east of the Kennedy Tract/“Jingletown” district would be negligible (0.1 dB at most) within the Kennedy Tract/“Jingletown” district because the proposed sound walls would be too low to contain the direct sound caused by the trains. In addition, further sound reduction/attenuation would be provided by intervening buildings. Based upon this analysis, anticipated changes in noise levels due to the construction of sound walls would not be out of character with the property, nor would they affect the historical or architectural qualities which make the district significant.

Construction of the Project will call for demolition of existing roadway and overcrossing structures and may potentially necessitate pile driving to install the footings for the new overcrossings structural support systems and the proposed sound walls. The potential of pile driving –related vibration to result in structural damage to the older buildings in the Kennedy Tract/“Jingletown” neighborhood was analyzed by the project’s noise consultant. That analysis also references the Caltrans’ *Transportation- and Construction-Induced Vibration Guidance Manual* (2004) and American Association of State Highway and Traffic Officials (AASHTO) standards for additional screening criteria related to vibration effects. Based upon this analysis it was concluded that the peak particle velocity (PPV) of the ground surface outside adjoining buildings of 0.20 inches/second (ips) would be the threshold at which there is a risk of architectural damage to dwellings with plastered walls and ceilings. Both AASHTO and Caltrans guidelines for Vibration-related damage provide a range between 0.2 and 0.25 PPV (ips) as a potential

threshold for architectural damage to occur to older buildings, yet a more conservative limit for structural damage of 1.0 ips was preliminarily recommended by the consultant. To ensure that limit is not exceeded, no vibration –inducing construction activities would be undertaken until a more detailed set of vibration projections and abatement measures necessary to comply with appropriate criteria and limits have been prepared prior to the start of the construction process. Once such analysis has been completed, it is anticipated that best management practices would be employed, such as the use of pre-drill piles, cast-in-place or auger cast piles, pile cushioning, or other alternative non-impact pile driving technologies in order to avoid vibratory impacts to 1091 Calcot Place, the buildings within the Kennedy Tract/“Jingletown” historic district, and to the CEQA-related historical resources located at 646 Kennedy Street 948-976 23rd Avenue. As part of the project, construction monitoring will be conducted during those stages of project construction when architectural damage due to vibration could occur to buildings of the district.

The visual setting of the neighborhood surrounding the Kennedy Tract/“Jingletown” historic district has been continuously eroded during the last century by incoming commercial and industrial development, and road improvement projects of varied dates that have changed road widths, alignment details, street materials, and in several instances, actual circulation patterns on local streets (e.g., following construction of I-880, transformation of East 8th Street into an access route to the freeway). Construction of the Eastshore/Nimitz Freeway (I-880) beginning in the late 1940s through the western edges of the neighborhood greatly changed the neighborhood setting in physical and aesthetic terms and expedited the demolition and/or conversion of residential properties into industrial uses. On the north and east, large industrial buildings contrast sharply in scale, type of construction, and use with the residential buildings contained in the historic district. On the west is I-880, which is at grade adjoining the historic district and is largely unscreened from view. On the south, the district is bordered by 29th Avenue and a strip of vacant land along the north side of that street. At present, 29th Avenue is dominated by the existing elevated 29th Avenue overcrossing structure that takes traffic over I-880. 29th Avenue is the location of the proposed replacement overcrossing, which will contain an elevated roadway and sidewalk comparable to the existing 29th Avenue overcrossing in height and scale (see Attachment E for further details. Note that Attachment E contains photos, map exhibits, and a simulation of what the sound wall would look like if built as proposed along East 8th Street).

With one exception, placement of the sound wall/barrier would occur outside of the boundaries of the Kennedy Tract/“Jingletown” historic district along the eastern edge of I-880 (see Attachment E for further details). In one location, 809-811 Lisbon Avenue, it would occur within the district boundaries. The referenced property however is developed only with two intrusive, prefabricated industrial buildings of recent date. No historic buildings/structures exist on the subject property. Accordingly, no demolition, alteration, or relocation of contributing historic properties would occur.

In conclusion, the visual character of the historic district and of contributing historic properties would not be adversely affected by the proposed feature.

Assessment of Effects on Historic Properties under CEQA

As under Section 106, impacts to historical resources must be assessed under CEQA, and if applicable, mitigated. The *CEQA Guidelines* define a significant effect on the environment as one that may cause a substantial adverse change in the significance of an historical resource due to the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired (Section 15064.5(b)). The *CEQA Guidelines* go on to define the material impairment of an historical resource to be when a project “demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance” and that justify its inclusion in, or eligibility for, inclusion

in the California Register of Historical Resources, local register of historical resources, or its identification in a historical resources survey (pursuant to California Public Resources Code section 5020.1[k] and 5024.1[g]). Impacts resulting from projects implemented in a manner consistent with the Secretary of the Interior Standards are generally considered mitigated to level that is less than significant.

On the basis of this analysis, no substantially adverse effects to National Register-eligible properties or to the two referenced historical resources under CEQA are anticipated as a result of the proposed project, the reason being that the Project would not result in the material impairment of an historical resource or changes to the historic resource's immediate surroundings such that the resource would be materially impaired.

6. ALTERNATIVES CONSIDERED BUT REJECTED

During the preliminary engineering stages of this project, eight alternatives were studied. Each alternative had minor variations, which resulted in more than 12 alternative variations. Based upon significant input from the community and elected officials, all but the "No Build Alternative" and the "Proposed Build Alternative" were rejected due to potential significant impacts they posed. Those included significant adverse right-of-way impacts, negative socio-economic impacts (such as the acquisition and demolition of single-family residences and businesses), increased traffic in close proximity to the Lazear (Elementary) School, construction of the proposed sound wall in a configuration that would likely compromise overall noise attenuation in the adjacent neighborhood, geometric constraints, and other conflicts with community goals.

7. MITIGATION MEASURES

For the purposes of Section 106, the Project is not expected to result in any significant adverse effects on historical resources. Consequently, no mitigation measures are required or proposed.

8. CONCLUSIONS

As assigned by FHWA, Caltrans has determined that there are properties evaluated as a result of the project within the APE that are eligible for inclusion in the National Register, and that a finding of No Adverse Effect without Standard Conditions, per section 106 PA Stipulation X.B.(1 (a) and 36 CFR 800.5(b), is appropriate for this undertaking..

Two eligible historic properties were identified within the Project's APE (as well as two ineligible properties that are historical resources under CEQA). One of the properties is a historic district (Kennedy Tract/"Jingletown" district grouping) comprised of 161 properties; the second property is 1091 Calcot Place, which is comprised of the California Cotton Mills Weaving/Carding/Spinning Building. Although neither is currently listed on the National Register, an eligibility consensus determination has been made for both properties.

As proposed, the Project would not adversely affect the activities, features, and attributes that qualify the subject properties for protection under Section 106 or properties considered historical resources under CEQA. Although the project would occur within a small portion of the delineated boundaries of the potential Kennedy Tract/"Jingletown" historic district, it would not call for the demolition, alteration, or acquisition of any historic building within the boundaries of the district. Only minor land acquisition from two newer intrusive, non-contributing industrial properties is proposed. Moreover, the Project would not affect, in some other adverse manner, either 1091 Calcot Place or any

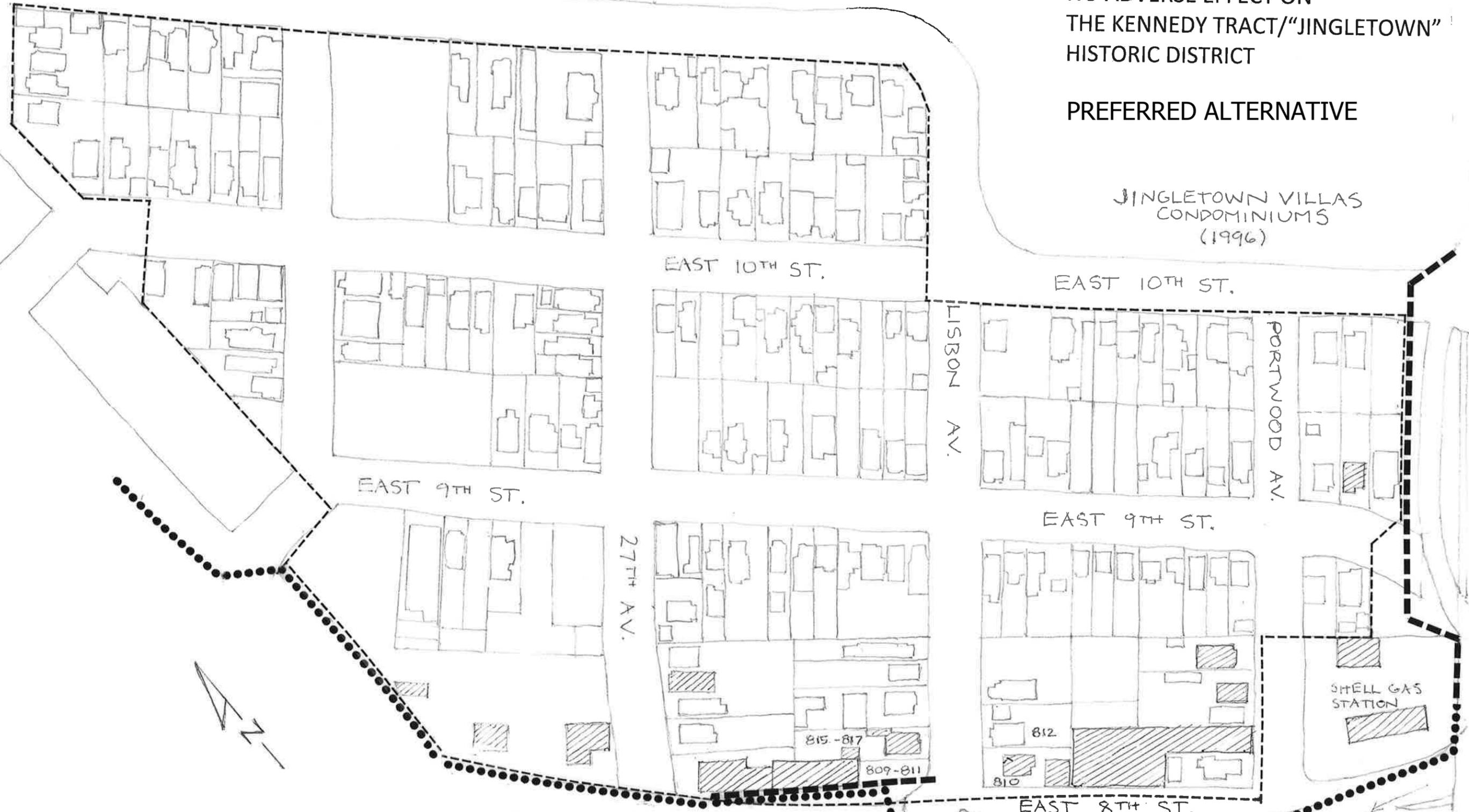
historical architecture resource deemed a contributing historic resource within the delineated boundaries of the Kennedy Tract/“Jingletown” historic district.

ATTACHMENT A
GRAPHIC REPRESENTATION OF PROJECT
- PREFERRED ALTERNATIVE

NO ADVERSE EFFECT ON
THE KENNEDY TRACT/"JINGLETOWN"
HISTORIC DISTRICT

PREFERRED ALTERNATIVE

JINGLETOWN VILLAS
CONDOMINIUMS
(1996)



29TH AV. OVERCROSSING

- KENNEDY TRACT/JINGLETOWN HISTORIC DISTRICT PROPERTY
- PROPOSED SOUNDWALL/NOISE BARRIER
- ▨ NON-CONTRIBUTING RESOURCES KENNEDY TRACT/JINGLETOWN HISTORIC DISTRICT PROPERTY
- RIGHT-OF-WAY TAKES

INTERSTATE 880



Ortho-photo flown September 2008

- LOCAL ROADWAY IMPROVEMENTS
- RAMP IMPROVEMENTS
- OVERCROSSING STRUCTURE
- PROPOSED LANDSCAPE

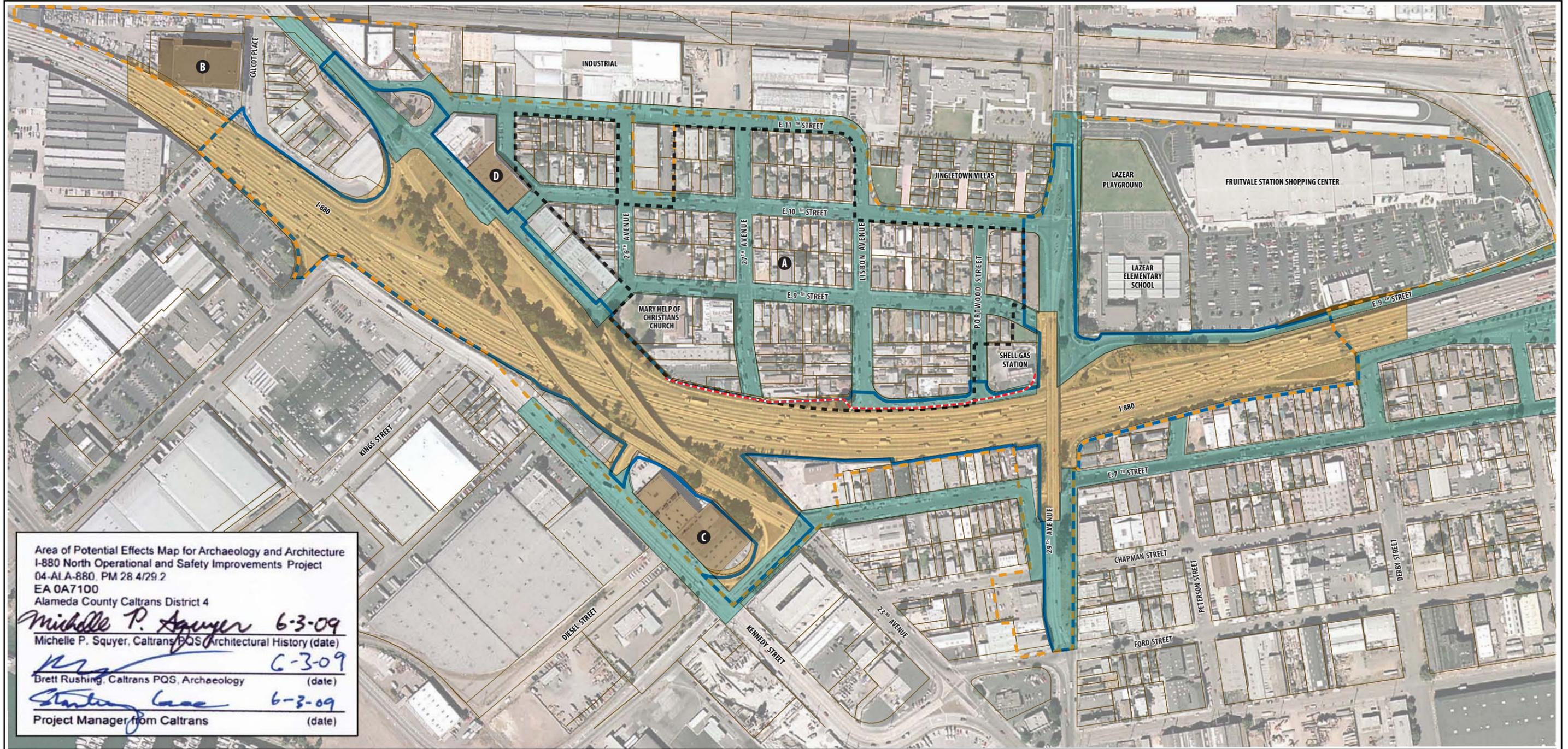
Source: Project Report, April 2010.



SD Mac: 35100463.003/35100463LandscapeTabloid.indd

INTERSTATE 880 OPERATIONAL AND SAFETY IMPROVEMENTS
 AT 29TH AVENUE AND 23RD AVENUE OVERCROSSING IS/EA
Preferred Alternative

ATTACHMENT B
PROJECT APE MAP

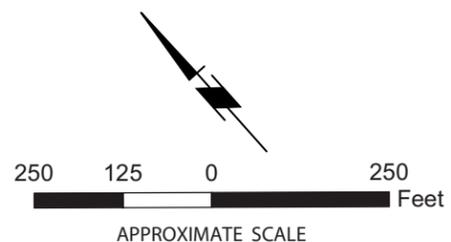


Area of Potential Effects Map for Archaeology and Architecture
 I-880 North Operational and Safety Improvements Project
 04-ALA-880 PM 28 4/29 2
 EA 0A7100
 Alameda County Caltrans District 4

Michelle P. Squyer 6-3-09
 Michelle P. Squyer, Caltrans PQS Architectural History (date)

Brett Rushing 6-3-09
 Brett Rushing, Caltrans PQS, Archaeology (date)

Stanley Lee 6-3-09
 Project Manager from Caltrans (date)



- LEGEND**
- ARCHITECTURAL HISTORY APE
 - ARCHAEOLOGICAL APE
 - POTENTIAL KENNEDY TRACT / "JINGLETOWN" HISTORIC DISTRICT
 - PARCEL BOUNDARIES
 - CALTRANS RIGHT-OF-WAY
 - CITY OF OAKLAND RIGHT-OF-WAY
 - NEW SOUNDWALL

- KEY INVENTORIED RESOURCES**
- NR-eligible Properties
- KENNEDY TRACT / "JINGLETOWN" (RESOURCE # I-880-ALA-1_DISTRICT)
 - CALIFORNIA COTTON MILLS (RESOURCE # I-880-ALA-2)
- CEQA Historical Resources
- 646 KENNEDY STREET (RESOURCE # I-880-ALA-3)
 - 948-976 23RD AVENUE (RESOURCE # I-880-ALA-4)

Source: HPSR

KENNEDY TRACT/"JINGLETOWN" HISTORIC DISTRICT RECORD AND 1091 (CALIFORNIA COTTON MILLS)
ATTACHMENT C
RECORD

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

Primary #
 HRI #
 Trinomial
 NRHP Status Code

Other Listings
 Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: I-880-ALA-2

P1. Other Identifier: California Cotton Mills Weaving/Carding/Spinning Building (Cotton Mills Lofts)

***P2. Location:** Not for Publication Unrestricted *a. County: Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Date: T ; R ; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: 1091 Calcot Place City: Oakland Zip: 94601

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

Assessor Parcel Number: 019-0055-001-04

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

The California Cotton Mills is a four-story building of utilitarian design, and is of partially reinforced brick construction that features white-painted, flat concrete lintels above each of the paired, nearly floor-to-ceiling height steel industrial sash windows. The building has a flat parapeted roof, is rectangular in plan, and is approximately 125 by 200 feet in its outside dimensions. It is eight window/door bays across on its south and north walls and **eight bays across on the east and west elevations — the bays on the north and east building ends containing paired solitary sash while those on the other walls include two pairs of paired sash. The building's fixed industrial sash windows, at their centers, feature small 2x2- or 3x3-foot operable hopper sash panels.**

Enlivening the design are two clock towers that rise nearly one full story above the rest of the building. These towers match the building in their construction and window/lintel treatment, but are adorned at the top by scalloped, stepped parapets. Extending below is corbelled brickwork that is loosely Romanesque and Arts & Crafts in inspiration. This corbelling forms blind trapezoid-shaped panels at center flanked by small triangular panels. Just below the blind panels are blind roundels bordered with pulvinated brick trim. These roundels appear on three walls of the towers that face away from the building. Large open-faced clocks are featured in the two roundels on the clock tower at the southeastern corner of the building closest to Calcot Place. **The two trapezoid-shaped panels on the building's east-facing walls bear relief numerals reading "1917" — the building's year of construction (see Continuation).**

***P3b. Resource Attributes:** (List attributes and codes) **HP-8 - Industrial Building**

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



P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Principal façade (view northwest)

***P6. Date Constructed/Age and Sources:** 1917 Historic Prehistoric Both

***P7. Owner and Address:**
 East Bay Lofts, LLC c/oFrancis
 Rush, 36966 Pinto Palm Street
 Rancho Mirage, CA 92270

***P8. Recorded by:** (Name, affiliation, and address)
 Carson Anderson, Arch. Historian
 ICF Jones & Stokes, 811 West 7th St.
 Los Angeles, CA 90017

***P9. Date Recorded:** Sept. 2008

***P10. Survey Type:** (Describe)
 Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")Bldg.Permits/ Address
Files-Oakland Cultural Heritage
 Survey Office; Bagwell, Beth *The Montclarion*, 14 Feb 1979, p. 8; Jones & Stokes. 2009. *Historical Resources Evaluation Report for the I-880*

Operational and Safety Improvements at 29th and 23rd Avenue Overcrossings, City of Oakland, Alameda County, California.

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

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) I-880-ALA-2

- B1. Historic Name: California Cotton Mills Weaving, Carding and Spinning Building
B2. Common Name: Cotton Mills Lofts
B3. Original Use: Industrial
B4. Present Use: Residential, Multiple-family

*B5. Architectural Style: Utilitarian

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

Built in 1917 per Oakland Bldg. Permit # 44650. Building was once part of an immense grouping of buildings dating back to 1883-1885--nearly all traces of which have been demolished. Surviving brick wall from demolished 1953 building abuts I-880

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

*B8. Related Features:

Surviving outbuildings include sections of a machine-polishing building built in 1940 (largely demolished and significantly remodeled) — Adrian Wilson, architect; a c1953 cotton processing/mop manufacture structure--only the outer wall of which survives directly abutting the I-880/Nimitz Freeway (west property boundary); a one-story brick wall with a corbelled cornice that has been preserved as a remnant of one of the nineteenth century Mill buildings that stood on the property (directly abutting the machine-polishing building on the north); and a non-contributing, one story, flat-roofed shed structure of concrete block construction (c 1965) located at the far north tip of the property is. This shed dates from after the mill facility ceased operations and is not significant for either architectural or historical reasons.

B9a. Architect: A.C. Griewank, Engineer/Designer (1917)

b. Builder: Owner

*B10. Significance: Theme: Industry, Textile Manufacture

Area: San Francisco Bay Area

Period of Significance: 1917-1956

Property Type: HP8 - Industrial (mill)

Applicable Criteria: A, C

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

The 1917 California Cotton Mills Weaving/Carding/Spinning Building is significant under National Register Criteria A and C at a local level of significance. The resource is also considered a historical resource under CEQA because it meets California Register of Historical Resources criteria. Under Criterion C, the resource is significant as an excellent example of industrial mill architecture from the early twentieth century. Under Criterion A, the resource is significant both as the principal and only intact surviving building in what was once considered the largest cotton processing plant west of Chicago as well as one of the largest industrial facilities in Oakland during the late nineteenth/early twentieth centuries. This facility produced one of the largest arrays of cotton products in California, including cotton batting, sheeting, towels, duck covers, canvas, bags for grain, coffee and other commodities, wicking, twine and mops. Considered a model factory, the California Cotton Mills' operations were often discussed favorably in the local press and viewed as a bellweather for Oakland's future economic possibilities. Its owners structured its manufacturing operations on the most advanced textile production practices in Europe, even bringing Scottish textile workers to its mills to train local staff. An example of forward-thinking capital and safety-minded investment, the Mill's Corliss Engine drive shaft system drove all the carding, spinning and weaving machinery from shafts built into tunnels beneath the floors -- this to prevent workers from getting caught in shifting drive belts. All cables/belts were treated with a patented product to avoid wear and tear. Organized in 1883 and opened in 1884-1885 with a capital investment totaling over one-half million dollars, the Mill employed some 600 to 700 workers by 1911. Success prompted the formation of National Automotive Fibres, Inc. (1928) by J.R. Millar, the son of one of the mill's founding entrepreneurs. The California Cotton Mills became a subsidiary of this new automobile upholstery/interior trim and parachute company, which adjoined the subject property on the west (demolished)(see continuation).

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

*B12. References: Oakland Cultural Heritage Survey bldg. permits and address files; Bagwell, Beth. 14 Feb. 1979. *The Montclarion*, pp. 8-9; Oakland Heritage Alliance. 2004. Fruitvale on Foot (walking tour brochure); *Fruitvale Progress* Index-Oakland Public Library

B13. Remarks:

*B14. Evaluator: Carson Anderson, architectural historian, ICF Jones & Stokes, Los Angeles, CA

*Date of Evaluation: Oct. 10, 2008; Dec. 30, 2008; April 9, 2009

(This space reserved for official comments.)



*Recorded by:

*Date: May 20, 2009 ■ Continuation □ Update

Description Continued

The Weaving/Carding/Spinning Building is the only two intact buildings on the subject property — two lots which together form a triangular-shaped parcel that is 700 feet long on the east (bordering the Union Pacific Railroad right-of-way), approximately 300 feet on the south along Calcot Place, and 40 feet at the northern tip of the property. An approximately 10-foot tall steel picket security fence encloses the property along its Calcot Place frontage as well as along its east boundary (railroad right-of-way). The western boundary follows a curving line, abutted on the southwest end by a one-story tall c1960 concrete block screening wall of utilitarian design (the wall stands on the adjoining property), and a continuous, one-story-tall, concrete brick screening wall featuring hopper industrial sash windows. This wall is the outer wall of a c1953 cotton processing/mop manufacture structure -- the only remnant of which survives directly abutting the I-880/Nimitz Freeway (west). This wall is ineligible.

Abutting the Weaving/Carding/Spinning Building on the north is a non-contributing one-story flat-roofed addition. It is believed to be the only surviving portion of a machine-polishing building built in 1940 (Adrian Wilson, architect). The addition has been largely demolished and significantly remodeled. Abutting the addition on the north is a one-story tall brick wall with a corbelled cornice. This feature is a fragment and appears to be the only surviving wall from one of the nineteenth century mill buildings that once occupied the property and that were largely demolished in 1917 for the construction of the Weaving/Carding/Spinning Building. This fragment wall is ineligible (although its age and its association with early development of the mill make it noteworthy in purely local historical terms). A surface parking lot surrounds the Weaving/Carding/Spinning Building and its machine polishing building addition, bordering them on the west, north, and east. Finally, located at the far north tip of the property is a non-contributing, one story, flat-roofed shed structure of concrete block construction (c 1965). The shed dates from after the mill facility ceased operations and is not significant for either architectural or historical reasons.

The character-defining features of the subject resource include the key architectural elements of the Weaving/Carding/Spinning Building (viz., its utilitarian brick/partially reinforced construction, concrete lintels, large steel industrial sash windows, and corner tower elements). The c1953 concrete brick screening wall bordering I-880 (viz., concrete brick construction, hopper industrial sash), and the remnant one-story, corbelled brick wall that abuts the Weaving/Carding/Spinning Building addition on the north (c1890) do not contribute to the eligibility of the resource.

Significance Continued

The Mill is also significant for ethnic historical reasons, as it was integral to the development of the Kennedy Tract/Brooklyn Basin neighborhood (known commonly in Oakland as "Jingletown") during the late nineteenth/first half of the twentieth centuries. It drew hundreds of Azorean Portuguese immigrant workers. These workers typically resided within quick walking distance in the close-knit adjoining neighborhood, where they built homes, established small service businesses, and founded Mary Help of Christians Catholic Church (2605 East 9th Street) — the neighborhoods' key surviving cultural/social institution. The children of the first generation of Portuguese immigrants gave the neighborhood its colloquial name "Jingletown" — a playful reference to the older men walking around on payday jingling coins in their pants pockets. The Mill was also the scene of important immigrant women labor struggles in 1911 and 1918 that were launched in an effort to improve working conditions and wages.

Construction of the Mill is a manifestation of the growing industrial importance of Fruitvale/East Oakland beginning in the late nineteenth century. Major transportation improvements, such as the inauguration of transcontinental train service in 1869 and streetcar service to the area beginning in the 1870s, combined with the lessened economic viability of agriculture in this setting, prompted a strong wave of industrial development. Early industries included the Hammer-Bray Stove Company, Pacific Cordage Company, and Oakland Smelting and Reduction Works -- all of which were located adjacent to the neighborhood by the late 1870s; the California Cotton Mills soon followed in 1884-1885, quickly becoming the largest manufacturer in the neighborhood. Substantial improvements to the Port of Oakland during the first two decades of the twentieth century helped to expand the market for goods produced at the California Cotton Mills, as did America's entry into World War I in 1917. These are likely the key factors that prompted the timing of the construction of the Weaving/Carding/Spinning Building in 1917.

The changing economic climate during the 1950s, and to a lesser degree, the construction of the I-880/Nimitz Freeway during the late 1940s/early 1950s, were factors in the closing of the California Cotton Mills in 1956. As a result of the construction of I-880 nearly all buildings on the subject property were demolished, with the exception of the Weaving/Carding/Spinning Building, a fragment of the machine-polishing building addition (1940), and the outer wall of the cotton processing/mop manufacture structure -- the only remnant of which survives today directly abutting the I-880/Nimitz Freeway (southwest). The c1953 outer wall is possibly the last building constructed at the mill prior its closing in 1956 and is a familiar visual place marker for thousands of daily I-880 motorists.

Appendix A

Kennedy Tract/"Jingletown" Historic District Survey Overview and Tables



Figure 1
Potential Kennedy Tract/"Jingletown" Historic District

D1. Historic Name: Kennedy Tract/"Jingletown" Historic District D2. Common Name:

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.): The Kennedy Tract/"Jingletown" district has a strongly cohesive architectural and design character that embodies Oakland's late nineteenth and early twentieth century vernacular architectural tradition. Adjoined by a freeway (west) and railroad corridor (east), and located in a densely developed urban setting in which industrial uses predominate, the district is located between 29th Avenue and 23rd Avenue, bordered on the east by East 11th Street and East 10th Street, and by East 8th Street and Interstate 880 (I-880) on the west. Occupying approximately 40 acres, the grouping contains 161 properties in total, nearly all of which are single-family and two-family residences constructed between approximately 1880 and 1929. Architectural designs fall into four overall stylistic categories, including: Late nineteenth century Stick, Eastlake and Queen Anne Style houses (1890s), as well as earlier simply detailed "Pioneer Cottages" - modest vernacular, gable-front houses of frame construction with very limited Italianate-inspired detailing (typically 1880s and early 1890s); Neoclassic cottages with late Queen Anne, American Colonial Revival, or proto-Craftsman features (typically 1900 through mid-1910s); the American Foursquare house type (typically 1905 through mid 1910s); and Craftsman bungalows (typically mid-1910 through late 1920s)(see continuation).

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.): The district is bounded on the south by the southern property lines of 2861 East 10th Street (APN 019-0085-021-01), 2878 East 9th Street (APN 019-0085-022), and 2857 East 9th Street (APN 019-0084-028) and excludes the Portwood Shell Gas station (820 Portwood Avenue) at East 8th Street and 29th Avenue, as well as the vacant parcels that lie along the north side of 29th Avenue. The district is bordered on the east by the west curblineline of East 11th Street, the northerly curblineline of Lisbon Avenue between East 11th Street and East 10th Street, and the west curblineline of East 10th Street from Lisbon Avenue extending south to the south property line of 2861 East 10th Street. The district is bounded on the north by 25th Avenue and the rear property lines of the residential properties facing East 10th Street and 26th Avenue, and the southerly curblineline of East 9th along a canted westerly alignment to 23rd Avenue; it is bounded on the west by the easterly edge of I-880 continuing in a southeasterly alignment along the east curblineline of East 8th Street to Portwood Avenue, easterly along the north curblineline of Portwood Avenue to the east property line of 831 Portwood (APN 019-0084-012) and from there south along the rear property lines of the Portwood Shell gas station, 2851 and 2857 East 9th Street to the point of origin.

***D5. Boundary Justification:** The district, which consists overwhelmingly of single and two-family residences, is readily defined by the contrasting land uses and land-use densities of those properties abutting the district along bordering streets. On the north, concrete block, concrete/concrete brick industrial buildings along 23rd Avenue border the district on the north. On the east, larger industrial buildings occupy nearly all of the east side of East 11th Street across the street from the district. Jingletown Villas - a new townhouse residential development dating from 1996 - forms an easily discernable buffer at the southeast corner of the district along East 10th Street, south from Lisbon Avenue, due to its contrasting architectural character, density, and pattern of development. The vacant land along the north side of 29th Avenue forms a logical southern boundary for the district, as does the Portwood gas station (c1980), which abuts the southwestern corner of the district. Due to its heavily trafficked character as a major access point to the I-880, the east curblineline of East 8th Street, along with I-880 where it directly borders the district north of Lisbon Avenue, form a logical boundary on the west that serve to separate the district from the freeway and its proposed improvements.

***D6. Significance: Theme:** Architecture, Residential; Ethnic History **Area:** Oakland, CA-Alameda County
Period of Significance: 1880-1929 **Applicable Criteria:** C (Primary); A (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 as a whole.)
The buildings in the Kennedy Tract/"Jingletown" grouping together represents a strongly cohesive, significant, and distinguishable entity linked by shared architectural characteristics and social historical associations (even while individual buildings may lack distinction). For this project, the grouping thus appears eligible for the National Register under Criteria C (primary) and A (secondary) at a local level of significance. The district appears to be eligible under Criterion C because it is a largely intact example of a late nineteenth/early twentieth century working class residential subdivision in Oakland developed within walking distance of manufacturing businesses that played a pre-eminent role in the economic history of the city and Oakland's Fruitvale neighborhood. The district also appears eligible under Criterion C because its architecture is strongly representative of East Bay vernacular architectural tradition during the last two decades of the nineteenth century/first three decades of the twentieth century. Under criterion A, the district also appears to be eligible for ethnic-historical reasons due to its strong association with Oakland's Azorean Portuguese immigrant community during the early twentieth century. The district is also considered a historical resource under CEQA (see continuation).

***D7. References** (Give full citations including the names and addresses of any informants, where possible.): Building permit and address files of the City of Oakland Cultural Heritage Survey Office; Thompson & West Historical Atlas of Alameda County, 1878; Commercial Development in Fruitvale, 1890-1948; Sanborn Fire Insurance Map, Oakland, California. 1911-Updated to November 1950, Volume 2, Sheets 223-234; Magnuson-Peddle, Pamela. 2004. Fruitvale on Foot - Three Historic Walking Tours of Oakland's Fruitvale Neighborhood. Oakland Heritage Alliance; Bagwell, Beth. 1982. *Oakland: the Story of a City*. Presidio Press: Novato, CA.

***D8. Evaluator:** Carson Anderson

Date: October 2008; April, 2009

Affiliation and Address: ICF Jones & Stokes, 811 West 7th Street, Suite 800, Los Angeles, CA 90017

*Recorded by: Carson Anderson

*Date: December 2008; April 2008

Continuation Update

D6 - Significance Continued:

The early existence of the subdivision is referenced in the 1878 Thompson & West Historical Atlas of Alameda County. Establishment of significant industrial complexes south of the Southern Pacific Railroad (Central Pacific originally) tracks and inland from San Francisco Bay estuary, dating from the late 1870s and early 1880s, triggered the development of the Kennedy Tract as a working class/lower middle class residential neighborhood – a feature readily identified by the narrow lot sizes (typically 25 x 100 feet in size, in contrast to the villa-sized 159 x 347-foot lots in the affluent nearby Oak Tree Farm subdivision). These early manufacturers included the Derby family Oak Grove Tannery and lumber mill, the Hammer-Bray Stove Company, and significantly, the California Jute/Cotton Mills, which was at one time the largest textile mill west of the Chicago. A significant portion of the work force resided in the Kennedy Tract within walking distance of these facilities, as well as more recent early twentieth-century canning companies (E.G., Code-Portwood/H.G.Price cannery, that which gives Portwood Avenue in the Kennedy Tract its current name. One cannery borders the district along the east side of East 11th Street; and a second -- the Del Monte cannery – has been demolished but was located south of 29th Avenue on the site of the Fruitvale Station Shopping Center (1997).

Early residents during the late nineteenth century included persons of German, Scandinavian, Italian and Irish ancestry. Around the turn of the twentieth century Portuguese immigrants originating from the Azores Islands moved into the neighborhood in large numbers. As with the earliest residents, a large portion of the Portuguese worked in the nearby factories, such as the California Cotton Mills and the canneries. It is these Portuguese residents who built a majority of the extant buildings within the Kennedy Tract/"Jingletown" grouping beginning during the first decade of the twentieth century, and who gave it its remarkable cohesive social and design character. The children of the first generation of Portuguese immigrants gave the neighborhood its colloquial name "Jingletown" – a playful reference to the older men walking around on payday jingling coins in their pants pockets. The Portuguese residents were also instrumental in founding one of the district's most important contributing resources: Mary Help of Christians Catholic Church, 2605-2611 East 9th Street (1915; 1923) – the key surviving community institution in the neighborhood, and a neighborhood architectural focal point. The Kennedy Tract /"Jingletown" neighborhood retained a majority Portuguese character until the late 1950s when newer Hispanic, and a smaller number of African American residents, began slowly supplant them. The importance of the Kennedy Tract/"Jingletown" neighborhood as the most significant physical embodiment of Oakland's Portuguese immigrant community lifeways has been documented in several historical studies, including the detailed discussions found in Oakland Heritage Alliance's walking tour booklets "Jingletown" (1997) and "Fruitvale on Foot" (2004), Earl Carl Motta's "The Jingletown Story" (1984), and Erika Mailman's *Oakland's Neighborhoods* (2005).

Further development of the neighborhood as a community of single- and two-family houses ceased by the end of the 1920s, and hence 1929 has been chosen the most logical ending point for the district's period of significance. Construction of the Eastshore/Nimitz Freeway (I-880) during the late 1940s hastened the dissolution of the neighborhood's strongly cohesive social character by physically dividing the neighborhood and bringing about the demolition of a number of residences and businesses. New direct access to the local freeway system from the neighborhood also prompted the conversion of surviving single- and two-family residential properties to industrial uses and apartment buildings, while accelerating the out-migration of residents during the 1950s and 1960s. One of the key outcomes was the diminution of the Portuguese community in this portion of Oakland during the same post-World War II period that the movement of middle class families from inner city locations to suburban neighborhoods was in full swing across California and the United States.

*Recorded by: Carson Anderson

*Date: December 2008; April 2009

Continuation

Update

D3 - Description Continued:

The residential buildings in the district are linked by their shared architectural characteristics, construction, and small lot sizes. They are of frame construction, with overlap board, clapboard, or wood shingle sheathing, and are one or two stories tall, generally with a garage (or basement) story occurring at street level, and with the main living space occurring upstairs, accessed via wooden stairs, which often share the same placements from property to property - a building form that is termed a "Rowhouse" by architect/historic preservation planner Helaine Kaplan Prentice in the well-known City of Oakland publication *Rehab Right* (1986)(the term "Rowhouse" in the Oakland architectural/historic resources survey is not defined to mean buildings sharing common walls with adjoining buildings). With the exception of a handful of buildings documented with building permits, it would appear that the overwhelming majority of the buildings in the Kennedy Tract/"Jingletown" grouping were constructed by local contractor/builders from the Portuguese immigrant community, or by the owners with the assistance of their neighbors. In this way, vernacular building forms familiar to the residents (e.g., simple wood-frame pyramidal hipped roof cottages) were utilized repeatedly. In addition, buildings within the district grouping date overwhelmingly from the late nineteenth century and first two decades of the twentieth century and occur in a small range of architectural styles - including the Neoclassic Cottage or Rowhouse type that was constructed extensively throughout the neighborhood between roughly 1905 and 1915. When all of the above observations are considered together they define a varied yet subtly cohesive design character in the neighborhood that represents a significant and distinguishable entity, whose components may lack individual distinction.

Integrity: Virtually all the buildings have been altered in some reversible fashion (typically window sashes have been replaced). Nonetheless, 76 percent of the resources were contributors of either primary or secondary significance - or more than three-quarters of the total - because they continue to retain sufficient integrity of architectural features so as to strongly convey their historic appearance (Tiers 1 and 2)(see Figure 1). Intact or largely intact buildings with a small number of easily reversible alterations were classified as being contributors of primary significance (Tier 1); buildings with more substantive but reversible alterations, as well as other properties that have substantive reversible alterations but possess significant historical associations, and where at least five of the seven aspects of integrity were present (i.e., location, design, setting, feeling, and association), were classified as being contributors of secondary significance (Tier 2). Only 24 percent properties had non-historic replacement buildings onsite (typically industrial uses and related parking lots), or conversely, were so extensively altered as to be significant to the overall district grouping for contextual reasons only. Those properties were classified as being non-contributors (Tier 3). Vacant lots within the potential Kennedy Tract/"Jingletown" District grouping were also classified as being non-contributing resources (Tier 3) (Figure 1).

Although the Kennedy Tract/"Jingletown" once extended west of where I-880 now occurs into the Brooklyn Basin neighborhood, the neighborhood west of I-880 has been extensively redeveloped into industrial, commercial, and newer multi-family residential uses. While small clusters of turn-of-the century residences exist along East 7th and Chapman Streets they are found in scattered placements between intrusive, non-residential development that often dates from the mid-twentieth century (i.e., after the construction of I-880 in the late 1940s/early-1950s period). There is no discernable district of historic buildings. In addition, the presence of the I-880 serves as a major physical and visual barrier that separates the Kennedy Tract/"Jingletown" grouping from the Brooklyn Basin.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continued

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 1: Southern Border of District at East 9th Street and 29th Avenue, Looking North . December 2008



Photo 2: Southern Border of District along 29th Avenue, Looking west from East 10th Street. December 2008

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continued

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 3: West border of district, along East 8th Street/I-880, looking in a northerly direction. December 2008.



Photo 4: Northeastly view along Lisbon Avenue, between East 8th Street and East 11th Street. December 2008.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 5: Easterly view along Lisbon Avenue, from East 10th Street toward East 11th Street industrial buildings. December 2008.

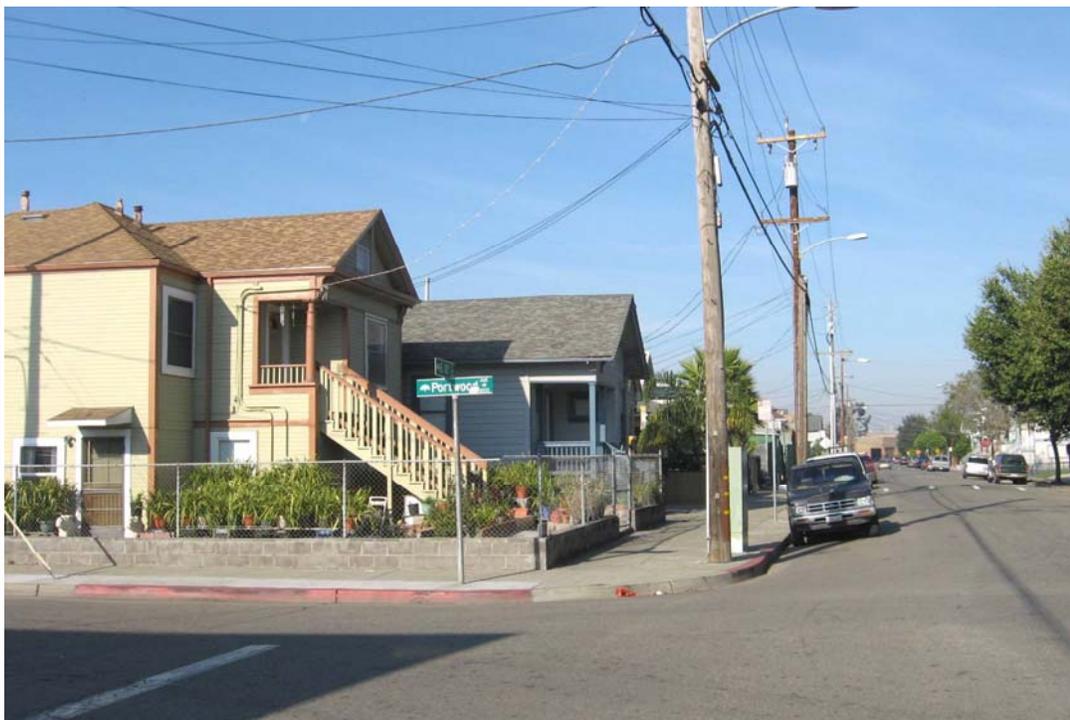


Photo 6: Northerly view along East 10th Street, from Portwood Avenue. December 2008.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 7: Northerly view along East 11th Street, showing the large industrial buildings along east side of street. December 2008.



Photo 8: Northerly view along East 10th Street, from Lisbon Avenue. December 2008.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 9: Mary Help of Christians Catholic Church, 2511 East 9th Street. March 2006.



Photo 10: 2628 East 9th Street. Example of Queen Anne Style (circa 1890), "Raised" Above a Tall Basement Story (Most Kennedy Tract Grouping Residences Have Basement Stories). August 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 11: 2722 East 9th Street. Representative Example of Altered Queen Anne Style Residence. September 2006.



Photo 12: 2729 East 9th Street. Largely Intact Example of Neoclassic Rowhouse, Circa 1905. September 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 13: 2751 East 9th Street. Largely Intact Example of Queen Anne Rowhouse. September 2006.



Photo 14: 2749 East 9th Street. Representative Example of American Foursquare House Type. September 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 15: 2808 East 9th Street. Altered Representative Example of Craftsman Bungalow Type. September 2006.



Photo 16: 2824 East 9th Street. An Unusual Example, Classic Cottage House Type (Altered). September 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 17: 2829 East 9th Street. Altered Example, Neoclassic Cottage House Type. September 2006.



Photo 18: 2866 East 9th Street. Intact Example of a Queen Anne Style Cottage. September 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 19: View South, East 9th Street, Towards 27th Avenue. March 2006.



Photo 20: 930-932 and 936-938 26th Avenue. Early Buildings (likely dating from circa 1890). March 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 21: 1030-1034, 1028 and 1024 25th Avenue. Showing levels of Alteration to late nineteenth century buildings (Queen Anne Style and Pioneer Cottage Types/Italianate Detailing). August 2006.



Photo 22: View South, East 10th Street at Lisbon Avenue. March 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 23: 2512 East 10th Street. Representative Queen Anne Cottage (Late 1890s era). August 2006.



Photo 24: 2516-2518 East 10th Street. Example Queen Anne Style). August 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 25: 2525 East 10th Street – Unusual Pioneer Cottage with Italianate features and a Gothic Revival gable detail. August 2006.



Photo 26: 2529-2535 East 10th Street. Example of Duplex House Type found in District. August 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 27: 2630 East 10th Street. Unusual (Altered) Italianate Style Rowhouse. August 2006.



Photo 28: 2638-2642 East 10th Street. American Foursquare example of duplex homes in District. August 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 29: 2720-2722 East 10th Street. Representative Queen Anne Style example (altered)(1897). August 2006.



Photo 30: 2721 East 10th Street. One-and-a-half-story Eastlake Cottage example (altered). August 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 31: 2728-2730 East 10th Street. American Foursquare Example of Duplex House Type. August 2006.



Photo 32: 2737 East 10th Street. An 1880s-era, two-story version of the Pioneer House type with typical Italianate details (Not unlike late 1870s-era vernacular housing in Chicago). August 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 33: 2749 East 10th Street. Representative altered example, Neoclassic Rowhouse. August 2006.



Photo 34: 2811 East 10th Street. Craftsman Bungalow (Freitas-All Bay Plumbing Supply). August 2006.

*Recorded by: Carson Anderson

*Date: December 2006 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 35: 2845 East 10th Street. Representative Transitional Queen Anne Cottage. August 2006.



Photo 36: 2855-2857 East 10th Street. Example Eastlake/Stick Style Cottage. August 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 37: 2513, 2517 and 2525 East 11th Street. Representative district house types/styles. August 2006.



Photo 38: 2625 East 11th Street. Altered Queen Anne/Eastlake Rowhouse. August 2006.

*Recorded by: Carson Anderson

*Date: December 2008 ■ Continuation □ Update

D3 - Description Continuation

Photographic Survey of the Kennedy Tract/"Jingletown" Historic District Grouping



Photo 39: 2635 East 11th Street. Early twentieth century wood-frame neighborhood storefront. August 2006.



Photo 40: 2649 East 11th Street. Well-preserved circa 1900 Queen Anne Residence. August 2006.

PROPERTIES LIST—KENNEDY TRACT/"JINGLETOWN" HISTORIC DISTRICT GROUPING

Map Ref #	Street Address	Assessor Parcel Number	Construction Date	Architectural Description	District Contributor?
1	2800 East 8 th St 815 Portwood Av	019-0084-019-02	1964	1-sty Concrete Auto Upholstery Shop (L-shaped building fronts both Portwood Av and East 8 th St)	No (Tier 3)
2	2600 East 9 th St	019-0087-014	Informal Park (Mary Help of Christians Church)	Open Space historically associated with Mary Help of Christians Church – contains a small shrine	Yes (Tier 2)
3	2605 East 9 th St	019-0082-001	1915; 1923 John Silva + Eugene Luvisone, Bldrs. (1915); Charles Fantone + Manuel Brown, Bldrs. (1923)	Mary Help of Christians Catholic Church – 2-sty Classical Revival + Vacant, park-like lot adjoining on north	Yes (Tier 1)
4	2611 East 9 th St	019-0082-001	1889-1890; 1927 (rear addition)	Queen Anne Style Cottage Converted to Mary Help of Christians Church Rectory	Yes (Tier 1)
5	2627 East 9 th St	019-0082-001	n/a	Church Parking Lot	No (Tier 3)
6	2628 East 9 th St	019-0087-013	c1890	Queen Anne Style Cottage	Yes (Tier 1)
7	2629 East 9 th St	019-0082-002-01	1909	Transitional Queen Anne/Neoclassic Rowhouse	Yes (Tier 1)
8	2639 East 9 th St	019-0082-003-01	1913 H.R. Hill + W.G. Thornally, Bldrs.	2-sty Brick Commercial Bldg – Utilitarian Design (Former laundry adapted to live-work studios - c1992)	Yes (Tier 2)
9	2634-2636 East 9 th St	019-0087-012	c1885	1-story Stick Style Cottage	Yes (Tier 2)
10	2640 East 9 th St	019-0087-011	c1885	1-story Stick Style Cottage	Yes (Tier 2)
11	2646 East 9 th St	019-0083-001-01	c1910	1-story Craftsman Bungalow	Yes (Tier 2)
12	2701 East 9 th St	019-0088-001-01	1924 Antone Cambra, Owner / Bldr.	La Barca Market-Jingletown Deli possesses important historical associations with neighborhood	Yes (Tier 2)
13	2702 East 9 th St	019-0086-019	n/a	Vacant Lot	No (Tier 3)
14	2707 East 9 th St	019-0083-001-03	c1890	Stick Style Cottage	Yes (Tier 2)
15	2711 East 9 th St	019-0083-002	1914	Craftsman Cottage	Yes (Tier 2)
16	2712 East 9 th St	019-0086-018	c 1890	1-story Queen Anne Style /Stick Style Rowhouse	Yes (Tier 2)
17	2715 East 9 th St	019-0083-003	c1890	Queen Anne Style Cottage	Yes (Tier 2)
18	2716 East 9 th St	019-0086-017	1958	Flat-roofed 1950s Apartment Bldg	No (Tier 3)
19	2722 East 9 th St	019-0086-016	c1895	2-story Queen Anne Style Rowhouse	Yes (Tier 2)
20	2719 East 9 th St	019-0083-003	n/a	Vacant Lot	No (Tier 3)
21	2723 East 9 th St	019-0083-004	n/a	Vacant Lot	No (Tier 3)
22	2729 East 9 th St	019-0083-005	c1905	1-story Neoclassic Rowhouse	Yes (Tier 2)
23	2731 East 9 th St	019-0083-006	c1890	1-story Stick Style Cottage	Yes (Tier 2)
24	2734 East 9 th St	019-0086-015	c1900	1-story Neoclassic Rowhouse	No (Tier 3)
25	2737-2741 East 9 th St	019-0083-007	c1890	1-story Queen Anne Cottage	Yes (Tier 2)

PROPERTIES LIST—KENNEDY TRACT/"JINGLETOWN" HISTORIC DISTRICT GROUPING (CONTINUED)

Map Ref #	Street Address	Assessor Parcel Number	Construction Date	Architectural Description	District Contributor?
26	2744 East 9 th St	019-0086-014-01	c1890	1-story Neoclassic Cottage	Yes (Tier 2)
27	2745 East 9 th St	019-0083-008	c1890	1-story Eastlake Style Cottage	Yes (Tier 2)
28	2748 East 9 th St	019-0086-012	c1885	1-story Gable-front Pioneer /Italianate Cottage	Yes (Tier 2)
29	2749 East 9 th St	019-0083-009	c1900	2-story American Foursquare House	Yes (Tier 1)
30	2751 East 9 th St	019-0083-010	c1890	1 ½-sty Queen Anne Style Cottage	Yes (Tier 1)
31	2752 East 9 th St	019-0086-011	1907 WF Morris, Bldr.	1-story Craftsman/Neoclassic Cottage (Original owner— M Cunha, Shoemaker)	Yes (Tier 1)
32	2801 East 9 th St	019-0084-001	c1905	1-story Neoclassic Cottage (garage level is now an apartment)	Yes (Tier 2)
33	2802 East 9 th St	019-0085-010	c1890	2-story Queen Anne Style Cottage	Yes (Tier 1)
34	2804 East 9 th St	019-0085-010	Unknown	1-story Hipped Roof Cottage	Yes (Tier 2)
35	2805 East 9 th St	019-0084-002	c1900	1-story Cottage	Yes (Tier 2)
36	2808 East 9 th St	019-0085-009	c1920	1-story Craftsman Bungalow	Yes (Tier 2)
37	2809 East 9 th St	019-0084-003	n/a	Vacant Lot	Yes (Tier 2)
38	2816 East 9 th St	019-0085-012-03	c 1920	1-story Flat-roofed industrial	No (Tier 3)
39	2811 East 9 th St	019-0084-003		Vacant Lot	No (Tier 3)
40	2815 East 9 th St	019-0084-004	1906	1-story Hipped Roof Cottage	Yes (Tier 2)
41	2820 East 9 th St	019-0085-007	n/a	Vacant Lot	No (Tier 3)
42	2819 East 9 th St	019-0084-005	c1910	1-story Neoclassic Rowhouse	Yes (Tier 2)
43	2823 East 9 th St	019-0084-006	c1910	1-story Cape Cod Cottage	Yes (Tier 2)
44	2824 East 9 th St	019-0085-006	c1905	1-story Hipped Roof Cottage	Yes (Tier 2)
45	2829 East 9 th St	019-0084-007	c1905	1-story Hipped Roof Cottage	Yes (Tier 2)
46	2830 East 9 th St	019-0085-005	c1895	1-story Queen Anne Cottage	Yes (Tier 1)
47	2833 East 9 th St	019-0084-008	c1900	1-story Hipped Roof Cottage	Yes (Tier 2)
48	2836 East 9 th St	019-0085-004	c1900	1-story Neoclassic Rowhouse	Yes (Tier 2)
49	2838 East 9 th St	019-0085-003-01	c1920	Mission Revival Style Garage	Yes (Tier 2)
50	2837 East 9 th St	019-0084-009	c1890	1-story Stick Style Cottage	Yes (Tier 2)
51	2841 East 9 th St	019-0084-011-01	c1900	1-story Hipped Roof Cottage	Yes (Tier 2)
52	2844 East 9 th St	019-0085-003-01	c1890	1-story Queen Anne Style Cottage	Yes (Tier 1)
53	2845 East 9 th St	019-0084-011-01	n/a	Vacant Lot	No (Tier 3)
54	2851 East 9 th St	019-0084-027	c1890	1-story Queen Anne Style Cottage	Yes (Tier 2)
55	2857 East 9 th St	019-0084-028	c1900	1-story Neoclassic Rowhouse	Yes (Tier 2)
56	2866 East 9 th St	019-0085-024-01	c1890	1-story Queen Anne Style Cottage	Yes (Tier 1)
57	2872 East 9 th St	019-0085-023	c1890	Greatly Remodeled 1-story Queen Anne Style Rowhouse	No (Tier 3)
58	2878 East 9 th St	019-0085-022	c1890	1-story Queen Anne Style Rowhouse	Yes (Tier 1)
59	2502 East 10 th St	019-0090-018-01	c1890	1-story Stick/Italianate Style Rowhouse	Yes (Tier 1)
60	2506 East 10 th St	019-0090-017	c1895	1-story Queen Anne Style Rowhouse	Yes (Tier 2)

PROPERTIES LIST—KENNEDY TRACT/"JINGLETOWN" HISTORIC DISTRICT GROUPING (CONTINUED)

Map Ref #	Street Address	Assessor Parcel Number	Construction Date	Architectural Description	District Contributor?
61	2512 East 10 th St	019-0090-016	c1895	1-story Stick/Italianate Style Rowhouse	Yes (Tier 1)
62	2515 East 10 th St	019-0088-003-02	c1910	1-story Craftsman Bungalow	Yes (Tier 2)
63	2516-2518 East 10 th St	019-0090-015	c 1890	2-story Queen Anne Style Duplex	Yes (Tier 1)
64	2523-2525 East 10 th St (Schumacher House)	019-0088-006-01	1892–1893	1-½ story Italianate Cottage with Gothic Revival-inspired Stickwork gable detail	Yes (Tier 1)
65	2524 East 10 th St	019-0090-014	c1905	1-story Neoclassic Rowhouse	Yes (Tier 2)
66	2530 East 10 th St	019-0090-013	c1905	1-story Neoclassic Rowhouse	No (Tier 3)
67	2529-2535 East 10 th St	019-0088-005	c1900	1-story Duplex Transitional Queen Anne Rowhouse	Yes (Tier 2)
68	2534 East 10 th St	019-0090-012	c1910	1-story Neoclassic Rowhouse	Yes (Tier 2)
69	2615 East 10 th St	019-0087-002	c1900	2-story American Foursquare Style House	Yes (Tier 2)
70	2615+ East 10 th St	019-0087-002	c1920	1-story Craftsman garage	Yes (Tier 2)
71	2621 East 10 th St	019-0087-003	c1890	Remo'd. 1-sty Queen Anne Style Cottage	Yes (Tier 2)
72	2622 East 10 th St	019-0091-012	c1895	1-story Queen Anne Style Cottage	Yes (Tier 1)
73	2627 East 10 th St	019-0087-004	c1895	Heavily remodeled 1-story Queen Anne Style Cottage	No (Tier 3)
74	2630 East 10 th St	019-0091-011	c1885	1-sty Italianate Style Rowhouse	Yes (Tier 2)
75	2634 East 10 th St	019-0091-010	c1895	1-sty Queen Anne/Stick Style Rowhouse	Yes (Tier 1)
76	2635 East 10 th St	019-0087-005	c1905	1-story Neoclassic Rowhouse	No (Tier 3)
77	2638-2642 East 10 th St	019-0091-009	c1905	2-sty American Foursquare Duplex	Yes (Tier 2)
78	2646-2648 East 10 th St	019-0091-008	c1905	1-story Neoclassic Rowhouse	Yes (Tier 2)
79	2701 East 10 th St	019-0086-001	c1900	1-story Transitional Queen Anne Style Rowhouse	No (Tier 3)
80	2702 East 10 th St (Gomes-Silva House)	019-0092-016	c1900	1-story Transitional Queen Anne Style/Craftsman house	Yes (Tier 1)
81	2705 East 10 th St	019-0086-002	c1920	1-sty Craftsman/Am. Colonial Rev. Rowhouse (garage level is now an apt.)	Yes (Tier 2)
82	2708 East 10 th St	019-0092-015	c1895	1-story Queen Anne Style Cottage	Yes (Tier 2)
83	2714 East 10 th St	019-0092-014	c1890	2-story Stick Style/Eastlake Style Rowhouse	Yes (Tier 2)
84	2715 East 10 th St	019-0086-004	1891; 1906	Extensive Remodel - Retains Historic Form/Setbacks	No (Tier 3)
85	2720-2722 East 10 th St (Furtado House)	019-0092-013	1897 (per owner)	2-story Queen Anne Style Rowhouse	Yes (Tier 2)
86	2721 East 10 th St (de Dios House)	019-0086-005	1891	1-½-story Stick Style/Eastlake	Yes (Tier 2)
87	2725-2727 East 10 th St	019-0086-006	1891	1-story Stick Style/Eastlake Rowhouse	Yes (Tier 1)

PROPERTIES LIST—KENNEDY TRACT/"JINGLETOWN" HISTORIC DISTRICT GROUPING (CONTINUED)

Map Ref #	Street Address	Assessor Parcel Number	Construction Date	Architectural Description	District Contributor?
88	2728-2730 East 10 th St	019-0092-012-02	1916	2-story American Foursquare Style House	Yes (Tier 2)
89	2732 East 10 th St	019-0092-012-01	c1910	1-story Neoclassic Rowhouse	Yes (Tier 2)
90	2533 East 10 th St (Bettancourt House)	019-0086-007	1891	1-story Gable-front Cottage	Yes (Tier 2)
91	2736 East 10 th St	019-0092-011	c1910	1 ½-story Transitional Queen Anne Style/Craftsman Rowhouse	Yes (Tier 2)
92	2737 East 10 th St (Bettancourt House #2)	019-0086-008	1891	2-story Pioneer /Italianate Style Rowhouse	Yes (Tier 2)
93	2742 East 10 th St	019-0092-010	c1910	2-story Gable-front Craftsman House	Yes (Tier 2)
94	2745 East 10 th St	019-0086-009	c1905	1-story Neoclassic Rowhouse	Yes (Tier 2)
95	2748 East 10 th St	019-0092-009	c1895	Heavily remodeled 1-story Queen Anne Style Cottage	No (Tier 3)
96	2749 East 10 th St	019-0086-010	c1905	1-sty Neoclassic Rowhouse	Yes (Tier 2)
97	2801 East 10 th St	019-0085-011	c1890	1-story Hipped Roof Cottage	Yes (Tier 2)
98	2811 East 10 th St (Freitas Plumbing)	019-0085-012-02	c1915	1-sty Craftsman Bungalow (boarded-up Windows)	Yes (Tier 2)
99	2815 East 10 th St (Freitas Plumbing)	019-0085-012	c1940	1-story 1940s Moderne Style Storefront	No (Tier 3)
100	2823 East 10 th St	019-0085-014	c1920	Extensively Remodeled 1-story Gable Front Craftsman	No (Tier 3)
101	2829 East 10 th St (CP Pedersen House)	019-0085-015	1907 (Pedersen, Bldr.)	1-story Neoclassic Rowhouse	Yes (Tier 2)
102	2835 East 10 th St	019-0085-016	c1895	1-story Queen Anne Style Cottage	Yes (Tier 2)
103	2841 East 10 th St (George Wolfert House)	019-0085-017	1907	1-story Gable-front Craftsman	Yes (Tier 2)
104	2845 East 10 th St	019-0085-001-01	c1905	1-story Transitional Queen Anne Style Cottage	Yes (Tier 2)
105	2855-2857 East 10 th St	019-0085-018-01	c1890	1-1/2 story Stick Style/Eastlake Rowhouse	Yes (Tier 1)
106	2861 East 10 th St	019-0085-020-01	c1910	1-story Craftsman Bungalow	Yes (Tier 2)
107	2513 East 11 th St	019-0090-002	c1885	1-story Italianate Style Cottage	Yes (Tier 1)
108	2517 East 11 th St	019-0090-003	c1885	1-story False-front Italianate Rowhouse	Yes (Tier 1)
109	2525 East 11 th St	019-0090-004	c1905	1-story Neoclassic Rowhouse	Yes (Tier 2)
110	2551 East 11 th St	019-0090-008	c1900	1-story Transitional Queen Anne Style Cottage	Yes (Tier 2)
111	2559 East 11 th St	019-0090-010-01	c1895	1-story Queen Anne Style Cottage	Yes (Tier 1)
112	2601 East 11 th St	019-0091-015-01 019-0091-016-01 019-0091-013 019-0091-002	1971	1-story tilt-up concrete industrial building + surface parking lot	No (Tier 3)

PROPERTIES LIST—KENNEDY TRACT/"JINGLETOWN" HISTORIC DISTRICT GROUPING (CONTINUED)

Map Ref #	Street Address	Assessor Parcel Number	Construction Date	Architectural Description	District Contributor?
113	2625 East 11 th St	019-0091-003	c1890	1-sty Eastlake Style Cottage	Yes (Tier 1)
114	2633 East 11 th St	019-0091-004-01	1966	1-story Concrete Block Industrial Building	No (Tier 3)
115	2635 East 11 th St	019-0091-006	c1905	1-story Peaked-parapet Grocery Store	Yes (Tier 1)
116	2649 East 11 th St	019-0091-007-01	c1905	1-story Transitional Queen Anne Style Cottage	Yes (Tier 1)
117	2705 East 11 th St (Joe Rose House)	019-0092-001	1914 (JF Souza, Bldr.)	1-story Neoclassic Rowhouse	Yes (Tier 2)
118	2709 East 11 th St	019-0092-002	c1910	1-story Craftsman Bungalow	Yes (Tier 2)
119	2717 East 11 th St	019-0092-003	c1895	1-story Queen Anne Rowhouse	Yes (Tier 2)
120	2721 East 11 th St	019-0092-004	c1885	1-story Eastlake Style Rowhouse	Yes (Tier 1)
121	2725 East 11 th St	019-0092-004	c1980	1-story Garage with plywood Doors	No (Tier 3)
122	2731-2733 East 11 th St	019-0092-005	c1895	1-story Queen Anne Style Cottage	Yes (Tier 2)
123	2735 East 11 th St	019-0092-006	c1895	1-story Eastlake Style House	Yes (Tier 2)
124	2739-2741 East 11 th St	019-0092-007	c1890	1-story Stick Style/Eastlake Rowhouse	Yes (Tier 2)
125	2743 East 11 th St	019-0092-008	c1910	1-story Craftsman Bungalow	Yes (Tier 2)
126	1030-1034 25 th Avenue	019-0090-001	c1890	2-story Queen Anne Rowhouse	Yes (Tier 2)
127	1028 25 th Avenue	019-0090-021	c1895	1-story Queen Anne Rowhouse	Yes (Tier 1)
128	1024 25 th Avenue	019-0090-020	c1885	1-story Pioneer/Italianate Style Cottage	Yes (Tier 2)
129	1020 25 th Avenue	019-0090-019	c1980	1-story Italianate Cottage	Yes (Tier 2)
130	913 26 th Avenue	019-0088-008	Unknown	Extensively Remo'd 1- ½ sty house	No (Tier 3)
131	917 26 th Avenue	019-0088-007	c1905	1-story Neoclassic Rowhouse	Yes (Tier 2)
132	930-034 26 th Avenue	019-0087-016	c1885	2-story Italianate/Stick Style Rowhouse	Yes (Tier 1)
133	936-940 26 th Avenue	019-0087-001	c1885	2-story Italianate/Stick Style Rowhouse	Yes (Tier 1)
134	815—823 27 th Avenue	019-0082-006-01	c1970	1-story Prefabricated Aluminum Industrial Building	No (Tier 3)
135	824 27 th Avenue (Viera House)	019-0083-017	1914	1-story Neoclassic Rowhouse	Yes (Tier 2)
136	828 27 th Avenue (Jose de Faria House)	019-0083-018	1913 (Jose Medeiros, Bldr.)	1-story Neoclassic Rowhouse	Yes (Tier 2)
137	832-834 27 th Avenue	019-0083-019	c1910	1-story Neoclassic Rowhouse	No (Tier 3)
138	838 27 th Avenue	019-0083-020	1912	1-story Neoclassic Rowhouse	Yes (Tier 2)
139	860 27 th Avenue	019-0083-001-04	c1890	1-story Queen Anne Rowhouse	No (Tier 3)
140	907 27 th Avenue	019-0087-010	c1915	1-story Craftsman Bungalow	Yes (Tier 2)
141	911 27 th Avenue	019-0087-010	c1910	1-story Craftsman Bungalow	Yes (Tier 2)
142	915 27 th Avenue	019-0087-009	c1895	1-story Queen Anne Rowhouse	Yes (Tier 2)
143	921 27 th Avenue	019-0087-008	c1895	1-story Queen Anne Rowhouse	No (Tier 3)

PROPERTIES LIST—KENNEDY TRACT/"JINGLETOWN" HISTORIC DISTRICT GROUPING (CONTINUED)

Map Ref #	Street Address	Assessor Parcel Number	Construction Date	Architectural Description	District Contributor?
144	925 27 th Avenue	019-0087-007	c1895	1-story Queen Anne Rowhouse	No (Tier 3)
145	929 27 th Avenue	019-0087-006	c1900	1-story Queen Anne Rowhouse	Yes (Tier 2)
146	1020 27 th Avenue	019-0092-001	c1915	1-story Gable-front Craftsman Bungalow	Yes (Tier 2)
147	810 Lisbon Avenue	019-0084-021-01	c1885	2-story Hipped-roof Cottage (Extensively Remodeled)	No (Tier 3)
148	809-811 Lisbon Avenue	019-0083-014-03	c1990	1-story Prefabricated Aluminum Industrial Building	No (Tier 3)
149	812 Lisbon Avenue	019-0084-021-01	c1900	1-story Transitional Queen Anne Style Cottage	Yes (Tier 2)
150	815-817 Lisbon Avenue	019-0083-014-03	c1905	1-story Hipped-roof Rowhouse	No (Tier 3)
151	821 Lisbon Avenue	019-0083-013	c1980	Remodeled 1-story Rear Cottage	No (Tier 3)
152	823-825 Lisbon Av	019-0083-013	c1905	1-story Neoclassic Rowhouse	Yes (Tier 2)
153	826 Lisbon Avenue	019-0084-037	c1890	1-story Queen Anne Rowhouse	Yes (Tier 1)
154	831 Lisbon Avenue	019-0083-012	c1885	1-story Italianate Cottage	Yes (Tier 2)
155	832 Lisbon Avenue	019-0084-036	c1905	1-story Neoclassic Rowhouse	Yes (Tier 2)
156	835-837 Lisbon Avenue	019-0083-011	c1890	Remodeled 2-story Eastlake Rowhouse	Yes (Tier 2)
157	811 Portwood Avenue	019-0084-015-01	c1900	1-story Transitional Queen Anne Cottage	Yes (Tier 2)
158	821 Portwood Avenue	019-0084-014	c1905; c1940	1-story Neoclassic Rowhouse	Yes (Tier 2)
159	825 Portwood Avenue	019-0084-013	c1905	1-story Neoclassic Rowhouse	No (Tier 3)
160	827 Portwood Avenue	019-0084-013	c1920	1-story Craftsman cottage	Yes (Tier 2)
161	831 Portwood Avenue	019-0084-012	c1890	1-story Queen Anne Rowhouse	No (Tier 3)

ATTACHMENT D
646 KENNEDY STREET AND 948-976 23RD AVENUE RECORDS (HISTORICAL RESOURCES UNDER CEQA)

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

Primary #
 HRI #
 Trinomial
 NRHP Status Code

Other Listings
 Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: I-880-ALA-3

P1. Other Identifier: Barrow Pringle Corporation/Bay Cities Paper Box Company

- ***P2. Location:** Not for Publication Unrestricted ***a. County:** Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

- *b. **USGS 7.5' Quad:** _____ **Date:** _____ **T** ; **R** ; **¼ of** _____ **¼ of Sec** ; M.D. **B.M.**
- c. **Address:** 646 Kennedy Street **City:** Oakland **Zip:** 94606
- d. **UTM: Zone:** 10 ; _____ mE/ _____ mN (G.P.S.)
- e. **Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) **Elevation:** _____ **Assessor Parcel Number:** 019-0068-002-03

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
 The Barrow Pringle Corporation Building consists of two attached buildings. The most conspicuous building when viewed along Kennedy Street, and at the Shata Avenue (northerly) end of the property is two stories in height, and of partially reinforced brick masonry construction. Rectangular in plan, and approximately 180 x 100 feet in its footprint, this building is a typical 1920's era industrial loft structure of utilitarian design. It features large square-shaped replacement black anodized aluminum nine-light fixed sash that are subtly denoted with flush-face, brick surrounds, and topped on the side and rear elevations with flat-topped concrete lintels. This building is the original structure on the property commissioned by Barrow Pringle Corporation in 1924.

Abutting the brick loft building on the south is a newer one-story tilt-up concrete building that is readily identified by its curving wall line along the East 7th Street (southerly) frontage, medium-height bow truss roof, and narrow, horizontally-aligned six-light industrial sash windows. This newer building appears to date from the late 1950s period and reflects the occupancy of the Bay Cities Paper Box Company (1943 - c1970).

***P3b. Resource Attributes:** (List attributes and codes) **HP-8 - Industrial Building**

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



P5b. **Description of Photo:** (View, date, accession #) View looking southeast from Kennedy Street; View looking north from E 7th St.

***P6. Date Constructed/Age and Sources:** 1924; c1960

- Historic
- Prehistoric Both

***P7. Owner and Address:**

Fidelity Holdings, Inc.
 P.O. Box 715
 Orinda, CA 94563-0740

***P8. Recorded by:** (Name, affiliation, and address) Carson Anderson, Sr. Archit. Historian, ICF Jones & Stokes, 811 West 7th St., Los Angeles, CA 90017

***P9. Date Recorded:** Sept. 2008

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Oakland Cultural Heritage Survey Bldg. Permit & Address Files; July 1944 and May 1958 Oakland Telephone Directory (Pacific Telephone Co.); 1967 RL Polk & Co Oakland City Directory; Jones & Stokes. 2009. *Historical Resources Evaluation Report for the I-880 Operational and Safety Improvements at 29th and 23rd Avenue Overcrossings, City of Oakland, Alameda County, California.*

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) I-880-ALA-3

B1. Historic Name: Barrows Pringle Corporation (1924-1942)/Bay Cities Paper Box Company (1943-c1970)

B2. Common Name: Kennedy Studios Loft

B3. Original Use: **Industrial-Clothing Manufacture**

B4. Present Use: **Industrial-Light**

*B5. **Architectural Style:** Utilitarian

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

Constructed in 1924 (per Oakland Bldg. Permit # 98472). Alterations include removal of the original sash (probably typical 1920s era steel industrial sash) and replacement with black anodized combination fixed and operable hopper sash units; bricked in windows (northerly elevation); a new c. 2000 stucco-clad, corrugated metal-roofed entrance bay pavilion of incompatible design (Kennedy Street entrance); Removal of original roof parapet cornice or coping elements

*B7. **Moved?** No Yes Unknown **Date:**

Original Location:

*B8. **Related Features:**

Tilt-up concrete one-story, bow truss-roofed annex abuts at the southerly end of the property. Annex appears to date from the late 1950s period and reflects the occupancy of the Bay Cities Paper Box Company.

B9a. Architect: Austin Company of America

b. Builder: Austin Company of America

*B10. **Significance: Theme:** Industry-Clothing Manufacture

Area: Oakland

Period of Significance: 1924-1958

Property Type: HP8 - Industrial Loft

Applicable Criteria: N/A

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

The subject building is significant in purely local historical terms as the Oakland branch of the Lynchburg Virginia-based Barrows Pringle Corporation. Later known as the Bayly-Underhill Company, this was one the most important early twentieth century manufacturers of overalls in the United States and represents a significant facet of the industrial history of Oakland during loosely the second quarter of the twentieth century. The choice of its Brooklyn Basin neighborhood location likely reflected the nearby presence (several blocks to the north) of the California Cotton Mills, the largest cotton textile supplier for many years in the western United States. In addition, the location also afforded ready train transport and/or shipping access through the Port of Oakland.

In 1943, the Bay Cities Paper Box Company acquired the subject building. Due to the niche nature of its product as one of the largest of approximately a dozen paper box manufacturing companies in the San Francisco Bay Area during the 1940s period, and as one of approximately five Oakland -based paper box manufacturers, Bay Cities embodies a significant theme in the industrial history of Oakland during the mid-twentieth century. In addition, the timing of the building acquisition in 1943 likely enabled the company to participate more fully in Oakland's World War II-related industrial and economic expansion, another significant theme in local, state, and national history. As with the Barrows Pringle Corporation, Bay Cities' Brooklyn Basin location afforded ready train and/or shipping access via the Port of Oakland.

Although the subject building complex appears ineligible for the National Register due to the significant alterations that have occurred, it is considered a historical resource under CEQA because it meets the California Register criteria as outlined in PRC 5024.1.

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

*B12. **References:** Oakland Cultural Heritage Survey building permits and address files; July 1944 and May 1958 Oakland Telephone Directory (Pacific telephone Company); 1967 RL Polk & Company City Directory (reverse directory); Oakland Tribune. 26 May 2004. Local Section, p. 2.

B13. Remarks:

*B14. **Evaluator:** Carson Anderson, architectural historian, ICF Jones & Stokes, Los Angeles, CA

***Date of Evaluation:** October 13, 2008; April 8, 2009

(This space reserved for official comments.)



*Recorded by: Carson Anderson *Date: October 13, 2008 Continuation Update

Attached Photograph documents the c1960 addition to Barrows Pringle Corporation/Bay Cities Paper Box Company, 646 Kennedy Street, as seen along East 7th Street. View: Northeast



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

Primary #
 HRI #
 Trinomial
 NRHP Status Code

Other Listings
 Review Code

Reviewer

Date

Page 1 of 2

*Resource Name or #: I-880-ALA-4

P1. Other Identifier: Eandi Metal Works

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

*a. County: Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad:

Date:

T ; R ; ¼ of

¼ of Sec

; M.D.

B.M.

c. Address: 948-976 23rd Avenue

City: Oakland

Zip: 94606

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Assessor Parcel Number: 019-0089-008-00

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

Eandi Metal Works is comprised of a complex of interconnected concrete and brick masonry buildings of which all but the small two-story office section (at 976 23rd Avenue) are one story in height. The subject business occupies the entire block, extending between East 10th and 11th Streets along 23rd Avenue, and is loosely 325 x 100 feet in area. The south-westerly half of the complex (948 23rd Avenue) is of utilitarian concrete block construction with brick facing (along the 23rd Avenue façade only), and dates from 1976 and later. The 1956 portion of the complex consists of one-story machine/fabrication shops and a small two-story office section, both of which feature stack bond brick construction typical of Moderne commercial design during the late 1940s and 1950s period. Distinguishing design elements include solitary and ribbon windows that employ a combination fixed and casement steel sash with only horizontally-aligned muntins, and cantilevered concrete sunscreens above the windows (office section only). The public entrance from 23rd Avenue (into the office section) is recessed and occurs from a narrow vestibule, through a transomed doorway.

P3b. Resource Attributes: (List attributes and codes) HP-8 - Industrial Building

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



P5b. Description of Photo: (View, date, accession #) Northeastly view along 23rd Avenue

***P6. Date Constructed/Age and Sources:** 1956; 1962; 1975

Historic

Prehistoric Both

***P7. Owner and Address:**

Eandi Metal Works, Inc. et al
 976 23rd Avenue
 Oakland, CA 94606-5011

***P8. Recorded by:** (Name, affiliation, and address)

Carson Anderson, Arch. Historian
 ICF Jones & Stokes,
 811 West 7th St, Suite 800
 Los Angeles, CA 90017

***P9. Date Recorded:** Sept. 2008

***P10. Survey Type:** (Describe)
 Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Oakland Cultural Heritage Survey bldg. permit files; July 1944 and May 1958 Oakland Telephone Directories, and 1967 RL Polk & Company Oakland City Directory;

Baker, Pam and Kody Rountree. 2002. *Oakland: A Portrait in Progress*. Community Communications Publishers: Montgomery, Alabama; Telephone Interview with owner October 2008; Jones & Stokes. 2009. *Historical Resources Evaluation Report for the I-880 Operational and Safety Improvements at 29th and 23rd Avenue Overcrossings, City of Oakland, Alameda County, California*.

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

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) I-880-ALA-4

- B1. Historic Name: Eandi Metals Works
- B2. Common Name: Eandi Metal Works
- B3. Original Use: Industrial-Metal Fabrication
- B4. Present Use: Industrial-Metal Fabrication

*B5. Architectural Style: Utilitarian (with 1950s Moderne elements)

*B6. Construction History: (Construction date, alterations, and date of alterations)
1956 per Oakland Bldg. Permit # B62397 (976 23rd Avenue); and 1975 and later additions (948 23rd Avenue); the company's original c1935 corrugated metal shed building appears to have been demolished and replaced by the 1956 portion of the building. The building complex is essentially unaltered (minor changes includes concertina wire and plywood barriers at the roof level to prevent unauthorized roof access)

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

*B8. Related Features: None

B9a. Architect: None

b. Builder: Unknown

*B10. Significance: Theme: Industry-Metal Fabrication

Area: Oakland

Period of Significance: 1956

Property Type: Industrial

Applicable Criteria: N/A

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

Housed in a building of commonplace, utilitarian design, Eandi Metal Works, in meeting California Register criteria as outlined in PRC 5024.1, is significant for the purposes of CEQA for its historical associations (rather than design reasons) as the most noteworthy of the metal fabrication and foundry businesses that clustered in Oakland's Kennedy Tract/Brooklyn Basin during the second and third quarters of the twentieth century. Established by James J. Eandi in 1928, and at its current 23rd Avenue location since c1935, Eandi Metals is profiled in a local history entitled *Oakland: A Portrait in Progress* due to the significant role it played in the innovative application of metal fabrication technology and development of light-frame metal and steel construction methods in the San Francisco Bay Area. The subject property does not, however, meet National Register eligibility criteria based on its historical associations, and is ineligible for the National Register for architectural reasons due to its commonplace design characteristics and construction.

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

*B12. References: Oakland Cultural Heritage Survey bldg. permit files; Baker, Pam and Kody Rountree. 2002. *Oakland A Portrait in Progress*. Community Communications Publishers: Montgomery, Alabama; May 1944 and July 1958 Oakland Telephone Directory (Pacific Telephone) and 1967 RL Polk & Company Oakland City Directory - reverse directory; Telephone Interview with Joseph Eandi, Eandi Metal Works, Inc. 10 October 2008

B13. Remarks:

*B14. Evaluator: Carson Anderson, ICF Jones & Stokes

*Date of Evaluation: October 14, 2008; December 29, 2008

(This space reserved for official comments.)

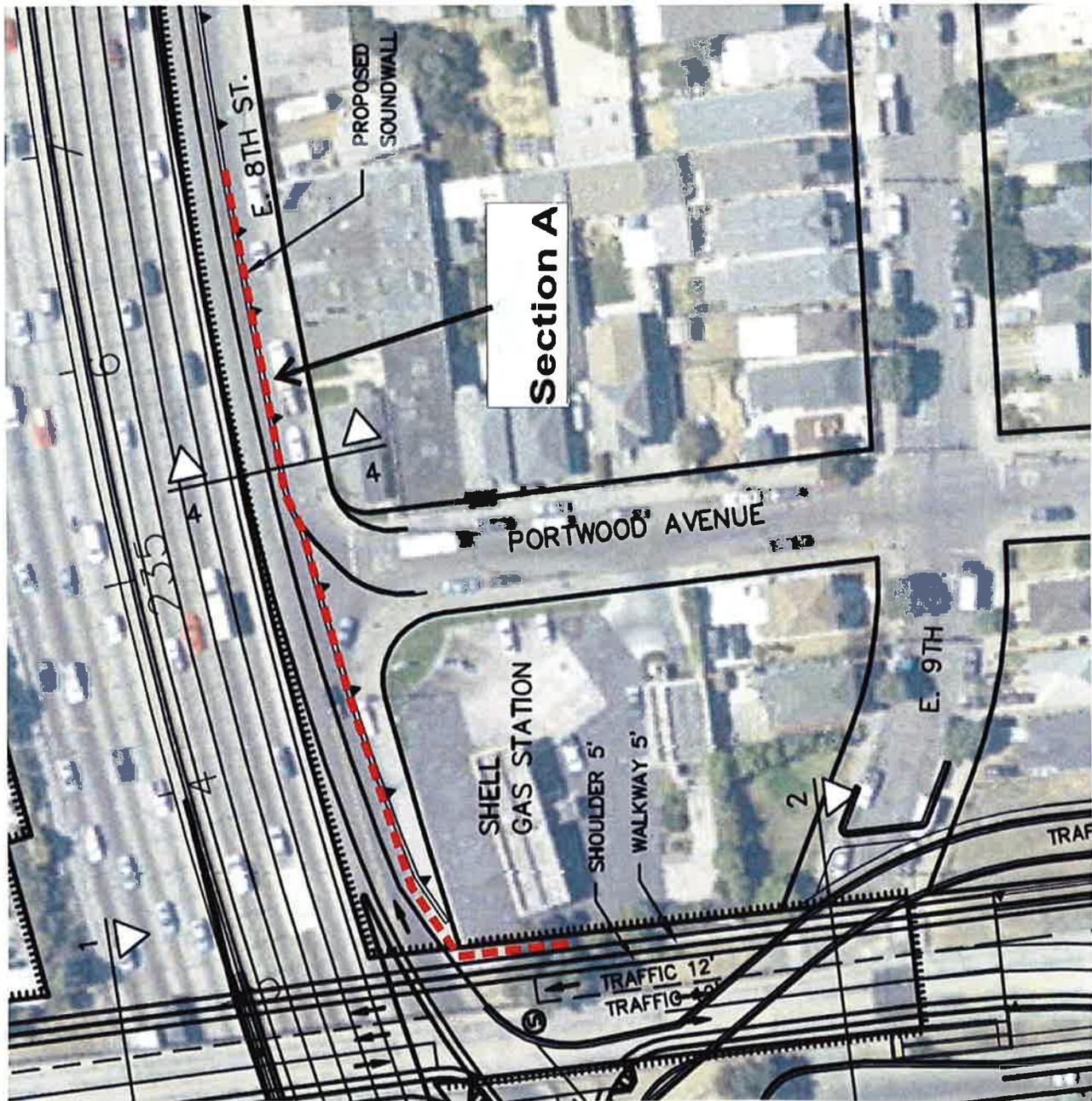


(Sketch Map with north arrow required.)

*Required Information

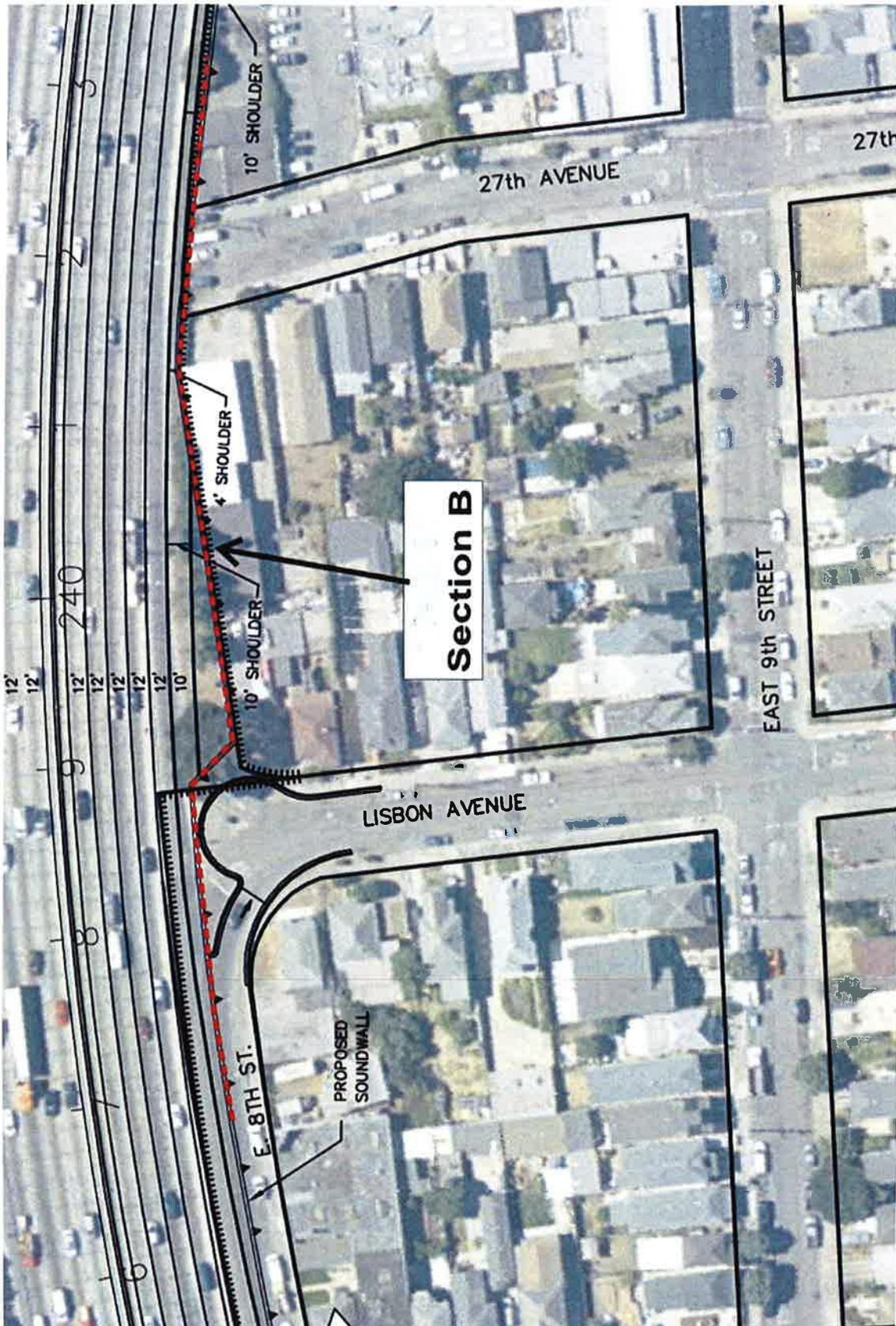
ATTACHMENT E
PROJECT DESIGN ELEMENTS AND THEIR VISUAL EFFECT ON THE HISTORIC SETTING

EXHIBIT 1: Noise Barrier Placement (North from 29th Avenue)



Source: Wilson, Ihrig & Associates, Inc. April 2009

EXHIBIT 2: Noise Barrier Placement (North from Lisbon Avenue)





PROJECT DESCRIPTION SIMULATION

-- EXISTING CONDITION

View Looking West from Lisbon Avenue at East 9th Street



PROJECT DESCRIPTION SIMULATION
-- PROPOSED SOUND WALL/BARRIER
View Looking West from Lisbon Avenue at East 9th Street

ATTACHMENT F
SHPO CONCURRENCE LETTER

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov



July 15, 2009

Reply In Reference To: FHWA090615A

Jennifer Darcangelo
Chief, Office of Cultural Resource Studies
Department of Transportation
111 Grand Avenue
P.O. Box 23660
Oakland, CA 94623-0660

Re: Determinations of Eligibility for Proposed Interstate 880 Operation and Safety Improvements at the 29th and 23rd Avenues Overcrossings, Alameda County, CA

Dear Ms. Darcangelo:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

The California Department of Transportation (Department) is requesting my concurrence, pursuant to Stipulation VIII.C.5 of the PA, that the following property is eligible for listing on the National Register of Historic Places (NRHP):

- 1091 Calcot Place, Oakland, CA

The Department is also requesting my concurrence, Pursuant to Stipulation VIII.C.5 of the PA, that the following district is eligible for listing on the NRHP:

- Kennedy Tract / "Jingletown" Historic District Grouping (I-880-ALA-1-KTJ District), Oakland, CA

Based on my review of the submitted documentation, I concur with the Department's eligibility determinations.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist or Tristan Tozer of my staff at (916) 654-0631 (Natalie) or (916) 653-8920 (Tristan) or e-mail at nlindquist@parks.ca.gov or ttozer@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan K. Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

