Landmarks Preservation Advisory Board STAFF REPORT

Case File Number: DS190070 **May 13, 2019**

Location	**Leimert Bridge (Leimert Blvd. between Park Blvd. and Clemens Rd.)**
Assessor's Parcel Numbers	N/A Public Right of Way
Proposal	Seismic retrofit of the Leimert Bridge, City of Oakland Landmark Number 40
Owner /Applicant	City of Oakland Department of Transportation
Contact Person	Mohammad Barati. (510)238-7280
Planning Permits Required	Small Project Design Review (Track II); Creek Protection Permit; Tree Removal/Preservation Permit
General Plan	Urban Park & Open Space
Zoning	OS Resource Conservation Area (RCA)
Environmental Determination	A detailed CEQA Analysis prepared for the project concluded that the proposed project, separately and independently, satisfies each of the following CEQA provisions: 15269 - Emergency Projects 15269(e) - Seismic work on highways and bridges 15301 - Existing Facilities and on an independent and separate basis, Section 15183 of the CEQA Guidelines (projects consistent with a community plan, general plan, or zoning). The CEQA Analysis document may be reviewed at the Planning Bureau offices at 250 Frank Ogawa Plaza, 2nd Floor, Oakland CA 94612, or online-at: http://www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oak072250.pdf
Historic Status	Designated City of Oakland Landmark. Area of Secondary Importance (ASI)
City Council District	4 & 5
Status	Pending
Action to be Taken	Determination by the Landmarks Board of no impact upon the designated landmark
For Further Information	Contact case planner Maurice Brenyah-Addow at **(510) 238-6342 or** by email at mbrenyah@oaklandca.gov

SUMMARY

The City of Oakland (City), in cooperation with the California Department of Transportation (Caltrans), proposes to seismically retrofit the Leimert Bridge (Sausal Creek Bridge at Leimert Boulevard), a designated Landmark, as part of the Highway Bridge Program (project). The bridge connects the Oakmore Highlands neighborhood in the east to Park Boulevard in the west, spanning over Dimond Canyon, which includes Sausal Creek, as well as Dimond Canyon Park and the Dimond Canyon trail (project area). The purpose of the project is to provide a safe, functional, and reliable crossing over Dimond Canyon between Park Boulevard and the Oakmore Highlands neighborhood, while preserving the historic integrity of the Sausal Creek Bridge at Leimert Boulevard to the extent feasible. Previously, the project was presented to the LPAB at the January 14, 2019 LPAB hearing, for input and after incorporating all comments and recommendations, is now ready for final review and approval.

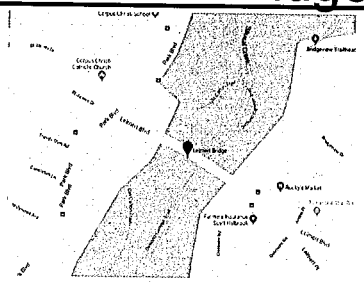
DS190070
Seismic Retrofit of the Leimert Bridge

0 0.03 0.06 0.12 Miles

Date: 4/24/2019

City of Oakland

Planning and Building Department



Location / APN

- **0 LEIMERT BLVD**
- **029A132800103**

The General Plan is Open Space and the Zoning is OS Resource Conservation Area (RCA). Small Project Design Review Category II is required for the scope of rehabilitation and seismic retrofit work proposed for the designated Landmark bridge. The project would also require Category IV Creek Protection Permit and a Tree Removal Protection permits. A detailed CEQA Analysis prepared for the project concluded that the proposed project, separately and independently, satisfies each of the following CEQA provisions:

15183 – Projects consistent with a community plan, general plan, or zoning;
15269 - Emergency Projects
15269(e) - Seismic work on highways and bridges
15301 - Existing Facilities

Staff is seeking a determination by the Landmarks Board of no impact upon the designated landmark prior to final approval of the Small Project Design Review.

PROPERTY DESCRIPTION

The Leimert bridge is a 357-foot long open spandrel concrete arch structure and carries two lanes of traffic (one lane in each direction). The superstructure curb-to-curb width is approximately 24 feet wide. The bridge has two 4-foot wide sidewalks on both sides as well as a 1-foot, 2-inch thick concrete railing, giving the bridge a total width of approximately 34 feet, four inches. The entire structure contains 17 bents supporting the roadway, nine of which are directly located over the concrete arch. The arch and the bents that are not supported by the arch are supported on spread footings founded on bedrock.

The bridge is located over 100 feet above the bottom of Dimond Canyon. Dimond Canyon is very steep and heavily vegetated. One 16-inch diameter gas main and one 16-inch water main run underneath the bridge. Developed land uses above Dimond Canyon, and adjacent to the bridge along Leimert Boulevard, include primarily residences, with some commercial and retail uses nearby. Residences overlook the bridge to the east, and views from the bridge include Dimond Canyon to the north and south of the bridge.

The bridge was designed by George Posey, who designed notable structures in Oakland. The bridge was constructed in 1926 and was designated as a landmark in 1980 by the City Landmarks Preservation Advisory Board (LPAB). The bridge has also been determined eligible for listing on the National Register for Historic Places (NRHP).

PROJECT DESCRIPTION

The following improvements are proposed (see Attachment A, Engineering Drawings):

• Carbon fiber reinforced polymer (CFRP) would be wrapped around concrete members to increase the structural capacity of the bridge. The use of CFRP wrap would maintain the same size, shape and character-defining features of the original bridge structure, and comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties, Standards for Rehabilitation.

• A mortared finish would be applied over the CFRP wrap to resemble the existing board-formed-finish and maintain the current aesthetics of the structure. The board-formed-finish is a significant feature of the historic structure because it reflects the construction method of the time period in which the bridge was built (i.e., the use of board planks instead of plywood to form the concrete). The finish may include color additives that would match the color of the existing concrete portions that are not receiving the CFRP wrap.

• Localized "shotcrete" would be applied around the base of Bent 15 to stabilize the slope surface to prevent further weathering and undermining of the footing. It is anticipated that minor excavation to a depth of about three feet around the bent footing would be required to prepare the ground surface for the application of the shotcrete.

• The existing AC overlay would be removed and replaced with a polyester concrete overlay to protect the integrity of the bridge deck.

• Graffiti paint would be removed, and spalled concrete would be patched. The use of sandblasting would be restricted in order to preserve the existing board-formed-finish and concrete surfaces. Alternatively, graffiti paint would be removed using chemical strippers approved by the Caltrans Pre-Qualified Products List for Graffiti Removal and Preventative Products. A water pressure wash would be conducted within a containment system, and all water and paint runoff would be collected and disposed of in accordance with all applicable laws and regulations.

• The chain link fence would be repaired or replaced.

CEQA ANALYSIS

A detailed CEQA Analysis prepared for the project concluded that the proposed project, separately and independently, satisfies each of the following CEQA provisions:

15183 – Projects consistent with a community plan, general plan, or zoning;
15269 Emergency Projects
15269(e) Seismic work on highways and bridges
15301 Existing Facilities

The CEQA Analysis document may be reviewed at the Planning Bureau offices at 250 Frank Ogawa Plaza, 2nd Floor, Oakland CA 94612, or online-at:
http://www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oak072250.pdf

An evaluation of the project is provided in the CEQA analysis below.
This evaluation concludes that the proposed project qualifies as statutorily exempt from CEQA under the provisions of CEQA Guidelines §15269 Emergency Projects and is therefore exempt from additional environmental review.

This evaluation also concludes that the proposed project qualifies as categorically exempt from CEQA under the provisions of CEQA Guidelines § 15301 Existing Facilities and is therefore exempt from additional environmental review.

In accordance with Public Resources Code § 21080(b)(4) and State CEQA Guidelines §15269(e), and as set forth in the CEQA Exemption Checklist below, the proposed project qualifies as statutorily exempt from CEQA because the following findings can be made:

• The proposed project meets the criteria of an exempt project under CEQA Guidelines § 15269(e), which consists of "seismic work on highways and bridges pursuant to §180.2 of the Streets and Highway Code, §180 et seq."

In accordance with Public Resources Code § 21084 and State CEQA Guidelines § 15300, 15300.2, and 15301, and as set forth in the CEQA Exemption Checklist below, the proposed project qualifies as categorically exempt from CEQA because the following findings can be made:

• The proposed project meets the criteria of an exempt project under CEQA Guidelines § 15301 Existing Facilities, which consists of "the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involved negligible or no expansion of use beyond that existing at the time of the lead agency's determination," because the project would complete minor alterations of the existing public bridge structure in order to maintain the structural integrity of the bridge structure in the event of a seismic event, and would result in no expansion of use beyond that which currently exists;

• The project would not have a cumulative impact as a result of successive projects of the same time in the same place, over time;

• The project would not result in a significant effect on the environment due to unusual circumstances;

• The project would not result in damage to scenic resources within a highway officially designated as a state scenic highway;

• The project is not located on a site that is included on any list compiled pursuant to § 65962.5 of the Government Code; and,

• The project would not cause a substantial adverse change in the significance of a historic resource.
Each of the above findings provides a separate and independent basis for CEQA compliance.

GENERAL PLAN ANALYSIS

The subject site is located in the Resource Conservation Open Space which is intended to identify, enhance and maintain publicly-owned land for the purpose of conserving and appropriately managing undeveloped areas which have high natural resource value, scenic value, or natural hazards which preclude safe development. Future development within this classification is extremely limited and must relate to the conservation and management of natural resources, public open space and natural hazards.

ZONING ANALYSIS

The subject site is in the OS Open Space Zone Regulations. The OS Zone is intended to create, preserve, and enhance land for permanent open space to meet the active and passive recreational needs of Oakland residents and to promote park uses which are compatible with surrounding land uses and the city's natural environment.

KEY ISSUES AND IMPACTS

The project area is located in a region of relatively high seismicity and is less than a mile southwest of the Hayward fault. Seismic retrofit of the structure is needed to ensure that the bridge will not collapse as a result of a major seismic event.

Per the current Structure Inventory and Appraisal Report prepared for the bridge, the bridge qualifies for rehabilitation funding under the Highway Bridge Program because the bridge has a Sufficiency Rating of 52.3 and is flagged as Functionally Obsolete. The following deficiencies have been observed:

• The spread footing at Bent 15 is undermined by the instability of the steep canyon slope surface and general weathering. Repair of this bent is needed to prevent further undermining.

• The current bridge deck has a 2.5-inch thick layer of asphalt concrete (AC) overlay, which shows heavy cracking in both longitudinal and transverse direction. The deck soffit (i.e., underside) also displays cracks with efflorescence (i.e., crystalline deposits of salts). Repairs to the deck and soffit are needed to protect the integrity of the bridge deck.

• The existing concrete barriers on the bridge have spalls (i.e., chipped material from corrosion, weathering, impacts, etc.) on the inside face of the barrier, and have also been painted on the inside faces, possibly to cover up graffiti. Other areas of the bridge also have spalls in the concrete. Removal of the paint and patching of spalling is needed to restore the natural concrete appearance of the bridge, and to prevent further damage to the concrete and corrosion of the reinforcement inside.

• The chain link fence that is on top of the concrete barriers is damaged in at least two locations. Repair or replacement of the chain link fence is needed to improve the bridge appearance and provide barriers to prevent people or materials from falling off the bridge.

Seismic retrofit of the bridge was previously proposed, and a proposed design was previously completed by URS Greiner Inc. in 1997 under the Caltrans Seismic Retrofit Program after the 1989 Loma Prieta Earthquake. After the completion of this original retrofit design, Caltrans issued the plans to the City to incorporate additional City requirements, process the environmental CEQA and NEPA clearances, certify the required right of way, and issue the project for bid. However, during the course of the environmental review, the State Historic Preservation Office (SHPO) and the LPAB concluded that the proposed bridge retrofit would have a significant impact under CEQA on the historic status of the bridge and, therefore, rejected the proposed retrofit plans. Consequently, the City reissued the project and is pursuing a seismic retrofit design that would avoid significant impacts under CEQA on the bridge's landmark status and historic integrity.

The following improvements are proposed:

• Carbon fiber reinforced polymer (CFRP) would be wrapped around concrete members to increase the structural capacity of the bridge. The use of CFRP wrap would maintain the same size, shape and character-defining features of the original bridge structure, and comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties, Standards for Rehabilitation.

• A mortared finish would be applied over the CFRP wrap to resemble the existing board-formed-finish and maintain the current aesthetics of the structure. The board-formed-finish is a significant feature of the historic structure because it reflects the construction method of the time period in which the bridge was built (i.e., the use of board planks instead of plywood to form the concrete). The finish may include color additives that would match the color of the existing concrete portions that are not receiving the CFRP wrap.

• Localized "shotcrete" would be applied around the base of Bent 15 to stabilize the slope surface to prevent further weathering and undermining of the footing. It is anticipated that minor excavation to a depth of about three feet around the bent footing would be required to prepare the ground surface for the application of the shotcrete.

• The existing AC overlay would be removed and replaced with a polyester concrete overlay to protect the integrity of the bridge deck.

• Graffiti paint would be removed, and spalled concrete would be patched. The use of sandblasting would be restricted in order to preserve the existing board-formed-finish and concrete surfaces. Alternatively, graffiti paint would be removed using chemical strippers approved by the Caltrans Pre-Qualified Products List for Graffiti Removal and Preventative Products. A water pressure wash would be conducted within a containment system, and all water and paint runoff would be collected and disposed of in accordance with all applicable laws and regulations.

• The chain link fence would be repaired or replaced.

Anticipated Construction Schedule and Methods
Because of the relatively steep slopes and densely vegetated terrain beneath the bridge structure, which is not unusual for a bridge crossing, construction access would be limited. Based on examples of methods commonly used to construct bridge projects, access to areas under the bridge is anticipated by entering the canyon below the bridge from the top of the slopes, and/or equipment would need to be lowered from the bridge structure to the construction work area beneath the bridge. The majority of work below the bridge deck is anticipated to be performed from suspended scaffolding attached to the existing bridge columns and underside of the bridge deck.

Temporary scaffolding may be placed over the Dimond Canyon Trail that traverses under the bridge. The scaffolding would extend over the Sausal Creek low flow channel to serve as a working platform and to provide access over the channel for workers during construction. Some vegetation removal and minor grading under and adjacent to the bridge may be required to accommodate construction activities. All proposed retrofit work would be performed above the 100-year flood elevation. Partial lane closures may be required to allow equipment to be moved from the bridge deck, over the barrier railing, to the underside

of the bridge. Additionally, partial lane closures may be required to remove AC pavement and expose the existing expansion joints, so that the existing expansion joints may be inspected. Partial lane closures would be short-term in nature (up to several hours at a time) and would be limited to off-peak traffic hours whenever feasible. The 16-inch diameter water main that runs underneath the bridge is anticipated to remain in place during construction, but its attachment points at the transverse arch braces/struts of the bridge would need to be temporarily removed to accommodate the CFRP wrap, and thus the utility would need to be temporarily supported during construction. The 16-inch diameter casing containing a PG&E gas main that runs underneath the bridge, and rests directly on top of some of the transverse arch braces/struts of the bridge, is anticipated to be temporarily relocated to accommodate the CFRP wrap around these transverse arch braces/struts. The PG&E gas line may be reinstalled in its original location once the CFRP installation is completed.

Project construction is anticipated to take approximately nine months and would be completed in the order and durations listed below. All days are in work days with an assumed 20 work days per month. The following estimated time durations are approximate, and some of these tasks may be completed concurrently with each other:

- Mobilization (5 days);
- Clearing and Grubbing (10 days);
- Construct Scaffolding (20 days);
- Concrete Crack and Spall Repair (20 days);
- CFRP Wrap Installation with Board-Formed-Finish (100 days);
- Clean Expansion Joint (5 days);
- Shotcrete Footing Slope Paving (5 days);
- AC Removal and Polyester Concrete Overlay Installation (15 days); and
- Miscellaneous (fence repair, barrier concrete repair, and barrier anti-graffiti coating) (10 days).

Measures for preventing material, equipment, and debris from falling into Sausal Creek would be implemented during construction.

Tree Removal Permit
The project will involve clearing and trimming some trees to allow construction equipment to be moved to the bridge location. A Tree Removal/Preservation Permit would be required to evaluate and address potential impacts.

Creek Protection Permit
A Category IV Creek Protection Permit would be required to protect the Sausal Creek to address construction related impacts.

CONCLUSION

Based on the analysis contained in this report, staff believes that the proposed rehabilitation and seismic retrofit of the of the Leimert Bridge preserves the historic integrity of the structure to the extent possible and is not only appropriate aesthetically but also, urgent from a seismic safety standpoint, and therefore recommend that the LPAB make a determination of no impact in order for staff to approve it.

RECOMMENDATIONS:

Thus, staff recommends that the LPAB:

1. Provide a determination of no impact upon the designated landmark prior to final approval of the Small Project Design Review by the Staff.

Prepared by:

MAURICE BRENYAH-ADDOW - Planner IV

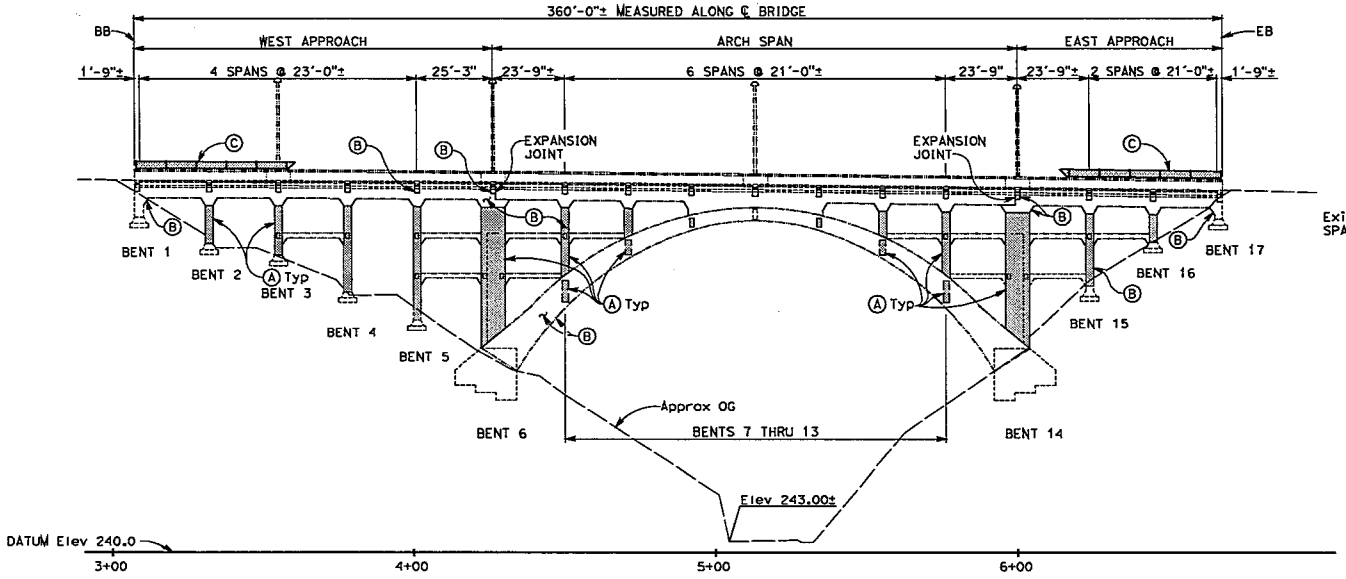
Reviewed by:

ROBERT MERKAMP – Zoning Manager

ATTACHMENTS:

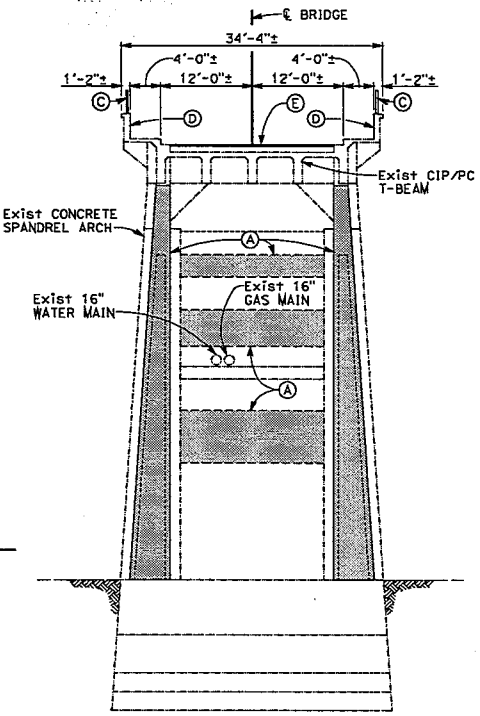
A. Proposed Rehabilitation Plans
B. Historical Background

ATTACHMENT A
DRAWINGS



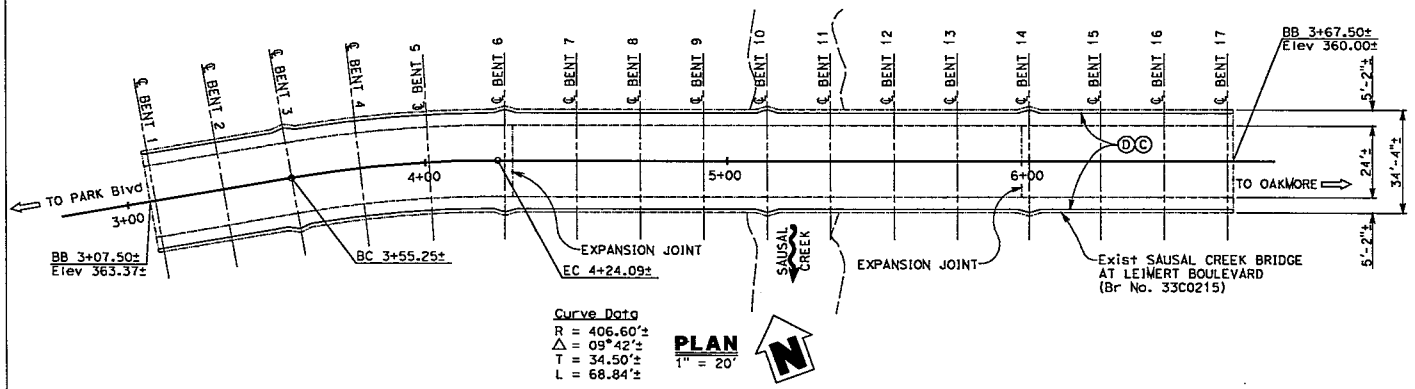
DEVELOPED ELEVATION

1" = 20'



TYPICAL SECTION

1/8" = 1'-0"



Curve Data
R = 406.60'±
Δ = 09°42'±
T = 34.50'±
L = 68.84'±

PLAN

1" = 20'

NOTES:

(A) Indicates limits of carbon fiber reinforced polymer composite casing system

(B) Repair spalled surface area

(C) Repair exist chain link railing

(D) Repair spalled surface area and remove existing paint on barrier and apply anti-grafitti coating

(E) Indicates limits of removal of asphalt concrete overlay, and replace with polyester concrete overlay

LEGEND:

Indicates Existing Structure

Indicates Traffic Direction

NOTE:
THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL

CITY OF OAKLAND
DEPARTMENT OF ENGINEERING AND CONSTRUCTION
250 FRANK H. OGAWA PLAZA, SUITE 4314
OAKLAND, CA 94612
(510) 238-3437
FAX (510) 238-7227

PLAN CHECK SET/NOT FOR CONSTRUCTION (2/3/17)

DESIGNED BY: REY
DRAWN BY: MM
CHECKED BY:
SCALE: AS SHOWN

NO.	REV. DATE	DESCRIPTION	BY
0			

BERK

BIGGS CARDOSA ASSOCIATES INC
STRUCTURAL ENGINEERS
1111 Broadway, Suite 1810
Oakland, CA 94607
510-628-9900

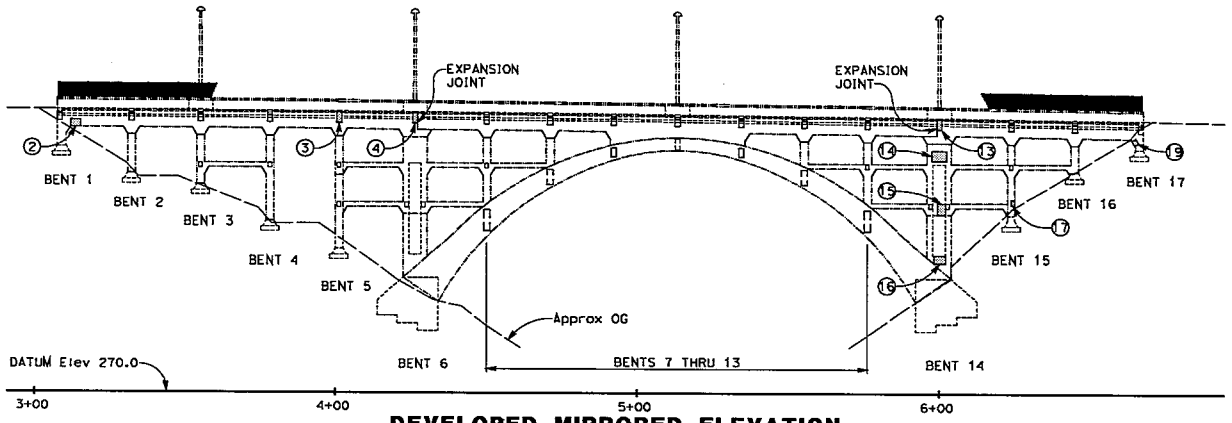
GENERAL PLAN

SAUSAL CREEK BRIDGE AT LEIMERT BOULEVARD

OAKLAND CALIFORNIA

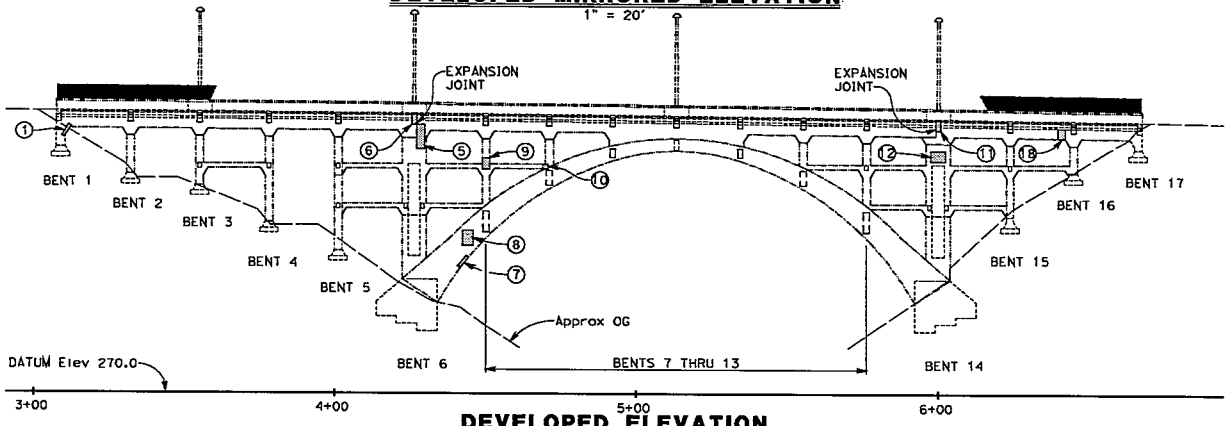
SHEET NUMBER S-1
OF SHEETS
DRAWING NO. 2016051-1

2016051 (2016051)



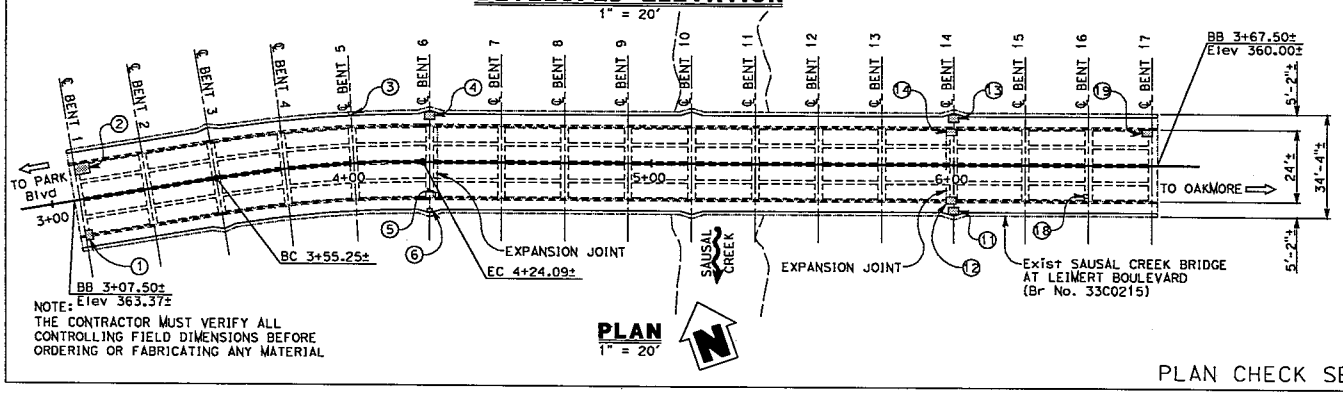
DEVELOPED MIRRORED ELEVATION

1" = 20'



DEVELOPED ELEVATION

1" = 20'



PLAN

1" = 20'

NOTE:
THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL

SUMMARY OF SPALLED SURFACE AREAS

LOCATION DESIGNATION	LOCATION DESCRIPTION	APPROX. AREA (SF)
①	South girder fillet near Bent 1	2
②	North girder near Bent 1	4
③	North overhang bracket at Bent 5	3
④	North overhang bracket at Bent 6	4
⑤	Bent 6 diaphragm	2
⑥	South overhang bracket at Bent 6	4
⑦	Underside of arch	5
⑧	South face of arch	10
⑨	Bent 7 south face of column	10
⑩	Corner of longitudinal brace	1
⑪	South overhang bracket at Bent 14	5
⑫	Bent 14 diaphragm	4
⑬	North overhang bracket at Bent 14	4
⑭	Bent 14 diaphragm	4
⑮	Corner of Bent 14 at longitudinal brace	2
⑯	Corner of Bent 14 at base of column	2
⑰	Corner of Bent 15	3
⑱	Girder at face of Bent 16 diaphragm	1
⑲	North girder fillet at Bent 17	6

SUMMARY OF INJECT CRACK (EPOXY)

LOCATION DESIGNATION	LOCATION DESCRIPTION	APPROX. LENGTH (LF)
TBD	TBD	TBD
TBD	TBD	TBD
TBD	TBD	TBD
TBD	TBD	TBD

CITY OF OAKLAND
DEPARTMENT OF ENGINEERING AND CONSTRUCTION
250 FRANK H. OGAWA PLAZA, SUITE 4314
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PLAN CHECK SET/NOT FOR CONSTRUCTION (2/22/17)

DESIGNED BY: RKT
DRAWN BY: JMH
CHECKED BY:
SCALE: AS SHOWN

REV.	DATE	DESCRIPTION	BY
0			

BIGGS CARDOSA ASSOCIATES INC
STRUCTURAL ENGINEERS
1111 Broadway, Suite 1810
Oakland, California 94607
510-623-9900

SPALLED SURFACE AREA AND CRACK LOCATIONS
SAUSAL CREEK BRIDGE AT LEIMERT BOULEVARD
OAKLAND CALIFORNIA

SHEET NUMBER S-2
OF SHEETS
DRAWING NO. 2016051-2

2016051 (2016051S2)

ATTACHMENT B
HISTORICAL RESOURCES EVALUATION REPORT

HISTORICAL RESOURCES EVALUATION REPORT

LEIMERT BOULEVARD (SAUSAL CREEK) BRIDGE, NUMBER 33C-0215 SEISMIC RETROFIT PROJECT STPL-5012(025)

Prepared by:

Rand Herbert, Principal
JRP Historical Consulting, LLC
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Davis, CA 95618

Reviewed by:

Andrew Hope
Architectural Historian
Caltrans, District 4
111 Grand Ave.
Oakland, CA 94612

Approved by:

Jennifer Darcangelo, Chief, Office of Cultural Resource Studies
Caltrans, District 4
111 Grand Ave.
Oakland, CA 94612

SUMMARY OF FINDINGS

JRP Historical Consulting, LLC (JRP) prepared this Historical Resources Evaluation Report (HRER) to evaluate historic buildings, structures, and objects within the Study Area for the proposed Leimert Boulevard Bridge Seismic Retrofit Project, Alameda County, California. The California Department of Transportation (Caltrans), acting as the lead agency under the delegated authority of the Federal Highway Administration (FWHA), is providing the project oversight as federal funds are involved. The purpose of this document is to comply with applicable sections of the National Historic Preservation Act (NHPA) and the implementing regulations of the Advisory Council on Historic Preservation (ACHP) as these pertain to federally funded undertakings and their impacts on historic properties. This HRER has been prepared in accordance with the January 1, 2004, *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* (hereafter *Section 106 PA*). Resources have also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code.

This project proposes various seismic improvements to the Leimert Boulevard Bridge between Park Boulevard and Clemens Road in order to improve safety and minimize damage to the bridge in the event of seismic activity in the Bay Area. The project location and vicinity are shown in Map 1 and the Built Environment Area of Potential Effects (APE) is shown in Map 2. These figures appear in Appendix A. Along with the bridge, the Built Environment APE contains five historic-period resources, all of which date from the 20th century.[1]

This report concludes that one of the five historic-era resources located within the architectural study area, the Leimert Bridge, meets the criteria for listing on either the NRHP or the California Register of Historical Resources (CRHR). Additionally, the bridge constitutes a historic resource for the purposes of the California Environmental Quality Act (CEQA).

The remaining parcel within the study area was vacant and was exempt from further study in accordance with the Section 106 PA.

[1] The Secretary of the Interior guidelines for evaluation of National Register eligibility is for buildings, structures or features 50 years of age or older. For this project the age limit was lowered to include resources 45 years or older (constructed in 1961 or earlier) to account for lead-time between preparation of environmental documentation and actual project construction. Properties with buildings, structures and features built after 1961, and those subject to exemption under the Section 106 PA, were not included.

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TABLES

ATTACHMENTS

1. PROJECT DESCRIPTION

This project proposes various seismic improvements to the Leimert Boulevard Bridge in Alameda County between Park Boulevard and Clemens Road.[2] Its purpose is to improve safety and minimize damage to the bridge in the event of seismic activity in the Bay Area. The California Department of Transportation (Caltrans), acting as the lead agency under the delegated authority of the Federal highway Administration (FHWA), is providing the project oversight as federal funds are involved.

The Leimert Boulevard Bridge across Sausal Creek is supported by a concrete arch and 17 bents. A bent is a structural engineering term for a beam supported by columns. Each bent on the bridge consists of two columns holding up one beam. The seismic retrofit project for this bridge consists of strengthening the bent columns by placing steel casings around them and adding a concrete brace between Bents 6 and 14 and the bridge arch, and strengthening the arch by placing steel jackets around the arch ribs. The existing bracing between bent columns would also be removed as part of this project. It is expected that this work would disturb the entire area under the bridge. Construction equipment and materials would be lowered over the side of the bridge to the ground. It is estimated that construction laydown, staging, and temporary wooden platforms for construction equipment could disturb an area approximately 30 feet on either side of the bridge. The Area of Potential Effects (APE) map prepared for the HRER (Appendix A, Maps 2 and 3) shows the architectural study area for the project.

The Built Environment APE for the Leimert Boulevard Bridge project was determined through review of oblique and overhead photographs. Because of potential indirect visual, noise and vibration impacts from the proposed project, APNs 029A133000500, 029A133004100, 029A132701800 and 029A132700100, located adjacent to the project, have been included in the Built Environment APE and surveyed and evaluated for historical significance. Also, APN 029A133000404 was included in the APE for built environment resources because construction-related impacts to the parcel (indirect visual, noise and vibration impacts) resulting from construction activities could not be ruled out. Finally, the Leimert Boulevard Bridge itself (Bridge 33C-0215), has been previously evaluated by Caltrans and has been found to meet the criteria for listing in the National Register of Historic Places. A copy of this evaluation is included in Appendix E.

[2] The bridge is officially named Sausal Creek Bridge, but because it is commonly known as Leimert Boulevard Bridge, it will be hereafter called Leimert Boulevard Bridge.

1.1 Research and Field Methods

The Built Environment APE for the proposed project was developed in August 2007 by JRP, URS and the City of Oakland and in consultation with Caltrans' Office of Cultural Resource Studies (OCRS) and Office of Local Assistance. The California Department of Transportation (Caltrans) approved the APE on December 18, 2007. Consistent with Caltrans policies and general cultural resource practices, the Built Environment study area and APE encompassed areas that might be either directly or indirectly affected by construction; i.e., those areas within which the project could cause a change in character or use of historic properties. As defined, the Built Environment APE generally follows the existing Oakland right-of-way. Additionally, where the APE crosses parcels that contain historic-era buildings within approximately 100 feet of proposed ground disturbances, the Built Environment APE is generally set to include the buildings or complexes, and any associated building in the near vicinity on that parcel. Only those resources located within the Built Environment APE were included in the survey.

While the Secretary of Interior sets the standard guidelines for review of potential National Register of Historic Places-eligible buildings, structures, or features that are 50 years of age or older, this age limit has been shortened to include resources constructed in 1962 or before to account for lead-time between preparation of environmental documentation and potential construction in the selected corridor. JRP therefore treated any property constructed in or before 1962 as meeting the 50-year age requirement for eligibility in the NRHP and CRHR. Buildings, structures, and features built after 1962 fall under one of the six property types exempt from evaluation as outlined in Attachment 4 of the *Section 106 PA* and were not included in the survey.

Once the APE was defined, JRP staff conducted a reconnaissance survey of the area to account in the field for all buildings, structures, and objects found therein. This field reconnaissance helped to determine which resources appeared to be more than 45 years of age and would, therefore, be studied for this project. Additional background research was done through First American Real Estate Solutions commercial database, a review of historic and current USGS topographic maps, and other records to confirm dates of construction. JRP conducted fieldwork in December of 2007.

The investigation of historic-era properties included research regarding their historical context as well as resource-specific research conducted in both archival and published records. Research was conducted at the Oakland Room at the Oakland Public Library, City of Oakland Building Permit Records, the Alameda County Assessor's Office, the California State Archives and Library, Bancroft Library (University of California, Berkeley), and Shields Library (University of California, Davis). JRP also reviewed the California Historical Resources Information System (CHRIS), California Historical Landmarks and Points of Historical Interest publications and

updates, and National Register of Historic Places (National Register), California Register of Historical Resources (California Register), and City of Oakland listings.

Rand Herbert of JRP, who meets the Professionally Qualified Staff standards specified in Attachment 1 of the *Section 106 PA* for architectural historian, reviewed the project's architectural APE and confirmed that the other properties present within the study area meet the criteria for Attachment 4 of the *Section 106 PA* (Properties Exempt from Evaluation).

Letters informing interested parties of this project were sent to Naomi Schiff of the Oakland Heritage Alliance, Helen Moore of the Alameda County Historical Society and Joann Pavlinec of the City of Oakland Landmarks Preservation Advisory Board on January 23, 2008. No responses have been received to date. A copy of the transmittal letter is included in Appendix C. Maps depicting the project's location and vicinity, as well as project's architectural APE are found in Appendix A. Formal evaluations of the four inventoried resources, completed on California Department of Recreation Form 523 (DRP 523), are found in Appendix B. Caltrans Historic Bridge Inventory for Alameda County is found within Appendix D, and a copy of the evaluation of Bridge 33C-0215 is found in Appendix E.

2. HISTORICAL OVERVIEW

The study area includes five historic architectural resources, a bridge and four residential parcels, all of which date from the late 1930s to the early 1950s. The Sausal Creek Bridge (33C-0215) was previously found eligible for listing in the NRHP by Caltrans. The residential parcels are located within the City of Oakland, one in the first tract of the Oakmore Highlands subdivision. The four residences echo some of the architectural styles (Monterey, Minimal Traditional, and Tudor) of the surrounding neighborhood. The vicinity surrounding the project architectural APE is largely residential with some commercial properties. The following overview provides general historic context of this area, including the development of the area around the APE.

Early History of the East Bay and Oakland

The APE of the Leimert Boulevard Bridge Project is located in what is known as the Oakmore Neighborhood near the central-eastern area of the City of Oakland adjacent to the City of Piedmont, on land that was part of the Peralta Rancho. The pre-Spanish inhabitants of this area may have been part of the Jalquin aboriginal people. The East Bay was first explored by the Spanish in the 1770s and in 1820 Don Luis Maria Peralta was granted *Rancho San Antonio* covering much if what is now Alameda County. In 1842 Peralta divided his rancho between his sons. Antonio Maria Peralta received the portion that now includes the City of Piedmont and the Oakmore neighborhood. In the 1840s, other European settlers began arriving in the East Bay,

and in 1850 Colonel Henry S. Fitch attempted to make the first purchase of land in the area that became Oakland. While this attempt failed, H.W. Carpenter and A. Moon were soon thereafter successful in pressuring Peralta into the sale. Fitch later became one of the founders of the town of Alameda. Oakland was incorporated in 1852, and in 1853 the County of Alameda was formed out of portions of Contra Costa and Santa Clara counties.[3]

Development of Oakland and East Oakland

Rail transit first arrived in the area in 1865, when Alfred A. Cohen established the San Francisco and Alameda Railroad that ran from Alameda south to Hayward. This line passed along roughly the same corridor as the Union Pacific Railroad tracks currently use in the area. The line became part of the Central Pacific Railroad, a transcontinental railroad line terminating in Oakland, in 1869 and was later purchased by the Southern Pacific Railroad.[4] The line helped stimulate settlement and economic development along its route.

During the first three decades of the twentieth century, the City of Oakland experienced increasing residential, commercial, and industrial development. Electric mass transit and the rising popularity of the automobile allowed for the construction of residential areas at greater distances from commercial and industrial centers. The rapid expansion of almost every aspect of the East Bay's economy contributed to an interest in rational city and regional planning. Oakland became a model of progressive politics, its administration passing $8 million in civic improvements and hiring city planners such as Charles Mumford Robinson in 1906 and Werner Hegemann in 1915. Early civic improvements included returning the waterfront to municipal ownership, establishment of parks, including Lakeside Park at Lake Merritt, and annexation of many unincorporated areas.[5] City and regional planning attracted even wider attention during the 1920s. Oakland's civic-minded residents and political leaders formed the East Bay Regional Plan Association, seeking to promote projects that would benefit East Bay residents and businesses. One of their main goals was to promote street and highway improvements, such as Harland Bartholomew's plan for the Major Highway and Traffic Committee of One Hundred, published in 1927. Included in the plan was a superhighway from San Leandro to Richmond.[6]

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[3] Michael Smith, Suzanne Baker, and Mark Brack, "Archaeological and Historical Properties Reconnaissance of the Airport Roadway Project, Alameda County, California," submitted to Woodward-Clyde Consultants, 2-4; Oakland Public Library, "An Oakland Chronology," 2nd edition, 1952; Thompson & West, *New Historical Atlas of Alameda County, California, 1878*, (Fresno: Valley Publishers reprint, 1976), 17-18, 22-23, and 32; Lois Rather, *Oakland's Image: A History of Oakland, California*, (Oakland: Rather Press, 1972), 34; Mel Scott, *The San Francisco Bay Area: A Metropolis in Perspective*, (Berkeley: University of California Press, 1985, 2nd edition), 33 and 35; and David L. Durham, *California's Geographic Neighborhoods*, (Oakland, CA: Mailman Press, 2005), iv-v.

[4] Thompson & West, *New Historical Atlas of Alameda County, California, 1878*, 32; Scott, *San Francisco Bay Area*, 46.

[5] Bagwell, *Oakland: The Story of a City*, 179, 183-184, 200.

[6] Scott, *The San Francisco Bay Area*, 199; United States Geological Survey, *San Leandro* 7.5' Quadrangle maps, 1947 and 1959; Oakland Public Library, *An Oakland Chronology*, 16.

The expansion of streetcar lines and exodus of refugees from San Francisco to Oakland in the years following the 1906 earthquake resulted in a wave of commercial and residential construction in Oakland and its environs. By 1910, the population of Oakland reached 150,000, more than double the 67,000 counted in 1900. Infill with new residential and commercial buildings allowed denser population to develop within the city's established neighborhoods. Newer areas developed further east in Fruitvale, Elmhurst, and Fitchburg, made possible by the extension of both the Southern Pacific and Key System lines into the area. Developers promoted these areas as the suburban ideal. The area east of Lake Merritt in particular became fashionable for apartment buildings. During World War I many owners converted houses to apartments, following this trend.[7]

In 1909, Oakland annexed 44 square miles of territory, including Claremont, Fruitvale, Leona Heights, Melrose, Fitchburg, and Elmhurst districts and other outlying territory, pushing its boundaries as far north as Grizzly Peak, as far south as San Leandro, and east to the county line. These annexations brought the city's boundaries to 60 square miles, roughly their current size.[8] Many of these areas were small settlements or towns that had developed along Oakland's fringes in the late nineteenth century. By the 1890s, for example, the area roughly bound today by San Leandro Bay to the west, East 14th Street to the east, 66th Avenue to the north, and 77th Avenue to the south was referred to as Fitchburg, named for one Colonel Fitch. First established around a short-lived railroad stop called Fitch's Station, the area sat between the more established villages sited around the railroad stations at Fruitvale to the north and Elmhurst to the south. Fitchburg's grid pattern of streets was officially established in 1908, when surveyors filed a plat of the town. Following annexation, residential development in Fitchburg occurred mostly northeast of San Leandro Street, closer to the trolley lines, while manufacturing and commercial establishments took hold in the southwest end of Fitchburg adjacent to the railroad lines.[9]

This reflected a trend apparent throughout the Bay Area. As houses became more affordable, and thus financially within reach of laborers and their families, builders erected housing tracts close to specific workplaces such as industrial plants. Most working class families needed to live in neighborhoods easily accessible to their workplace by foot or trolley, while middle class families, who more often had access to automobile transportation, settled outside of the industrial centers. The housing boom experienced by Oakland after the 1906 earthquake continued into the 1920s, fed by post-World War I prosperity and the increasing popularity of the automobile. One source estimated that the number of dwellings in Oakland had increased by 900 percent between

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[7] Oakland Cultural Heritage Survey, San Antonia Phase 2, 1996, 8-9.
[8] Hinkel and McCann, *Oakland 1852-1938*, 827.
[9] Thompson & West, *New Historical Atlas of Alameda County, California 1878*, 32; Scott, *San Francisco Bay Area*, 46; City of Oakland Community & Economic Development Agency, Fitchburg Sanitary District Records; City of Oakland building permit records; First American Real Estate Solutions database; Sanborn Fire Insurance maps 1951; Oakland city building records; and Oakland Public Library, "An Oakland Chronology," 2nd edition, 1952.

1918 and 1923. However, after the stock-market crash in 1929 and the start of the Great Depression, this housing boom abruptly ended.[10]

Industry and commerce increased at a similar pace to residential development in Oakland during the first three decades of the twentieth century. In the decade following the 1906 earthquake, downtown Oakland developed as a retail, banking and office sector, with hotels on the fringes.[11] Industry concentrated in the waterfront areas and in west Oakland. The area north of 14th Street was still relatively undeveloped through 1910, but after this time residential areas in North Oakland expanded, followed by commercial development, primarily along streetcar lines. By the end of the 1920s, the Uptown area, located north of downtown between 18th and 21st streets and Broadway and Telegraph, developed into a luxury shopping and entertainment district, marking the continued progression of the central business district and department stores north. This area included the Fox Oakland Theater (1927), Capwell Emporium (1928), and several other theaters and stores.[12] The influx of workers in Oakland's new industries also contributed to the boom in residential construction, especially during the 1920s. The town of Piedmont, along with Montclair, Trestle Glen and Lakeshore districts, experienced the greatest growth during this period.[13]

Following the economic boom of the 1920s, like the rest of the country, the Great Depression (1929-1941) led to a period of financial instability for Oakland. Completion of the San Francisco-Oakland Bay Bridge in November 1936 was perhaps the most important development for Oakland during the 1930s, as it further tied Oakland to the Greater Bay Area.[14] The bridge provided a route for commuter traffic across the bay, particularly during World War II and the post-war years, and was a factor in the decline in mass transit that lasted until the construction of the Bay Area Rapid Transit (BART) System in the 1970s.[15]

The coming of the transcontinental railroad, the 1906 earthquake, World War I, and the Great Depression were pivotal developments that shaped the contours of Oakland's history. World War II also had profound impacts on Oakland and the East Bay in terms of shifts in transportation development, economy, population, and infrastructure.

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[10] Bagwell, *Oakland: The Story of a City*, 200-201, 215; Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (New York, Oxford University Press, 1985), 187; James E. Vance, Jr., *Geography and Urban Evolution in the San Francisco Bay Area* (Berkeley, CA: University of California Press, 1964), 66.

[11] Oakland Cultural Heritage Survey, Downtown Oakland Historic District, National Register of Historic Places Nomination Form, July 1986, 43.

[12] Oakland Cultural Heritage Survey, Uptown Shopping/Entertainment District, Historic Inventory Record, 1985, 4, 11.

[13] Bagwell, *Oakland: The Story of a City*, 200.

[14] Bagwell, *Oakland: The Story of a City*, 230-231.

[15] Historic American Engineering Record, San Francisco-Oakland Bay Bridge, HAER No. CA-32, 41.

During World War II, the San Francisco-Oakland metropolitan area had to find room for over half a million wartime workers employed in its vast complex of military bases and support facilities. In 1941, the Port of Oakland voluntarily turned over the use of its facilities to the armed forces for the war effort, and the Oakland Naval Supply Center, Oakland Army Base, and Alameda Naval Air Station were established. The shipbuilding industry skyrocketed. Oakland's manufacturing jobs grew from 100,000 at the beginning of the war to 300,000 at war's end, and adjacent areas tripled in population. In general, wartime mobilization of the west's vast resources gave already established metropolitan areas such as San Francisco and Oakland a jump on the postwar upswing between the 1940s and 1960s. During the immediate post-war years, Oakland, like many other cities nationwide, struggled to create infrastructure and provide services to manage postwar growth followed by an emphasis on revitalizing central business districts to maintain regional growth.[16]

By 1945, the population of Oakland had climbed to over 400,000. That year, Oakland residents voted over $15 million in bonds for city improvements including indoor swimming pools, new playgrounds, a police court, new streets and sewers, a central library, and four new branch libraries. In 1948 the city completed a program of replacing trolleys with motor buses, following a nation-wide trend away from mass transit by rail in favor of the automobile and bus. Another example of the impact of the automobile on city planning occurred when the City of Oakland widened the dam across Lake Merritt at 12th Street in the late 1940s, eliminating a major traffic bottleneck between the northern and southern portions of the city.[17] Automobile transportation between East Bay communities further improved when the first section of the Eastshore Freeway (later called the Nimitz Freeway and now I-880) opened in July 1949, part of the State of California's massive highway construction program of the late 1940s and early 1950s.[18]

Piedmont

The area that became Piedmont was sparsely settled until the 1880s. The Blair Dairy and the Piedmont Springs Hotel, known for its medicinal sulphur hot springs, drew early visitors and potential residents to the area. James Gamble, president of Western Union Telegraph, purchased 350 acres of land north of Oakland in 1877 and created the Piedmont Land Company. The community grew quickly, and the Contra Costa County Water Company extended its water lines into the area by 1880. The City of Piedmont was incorporated in 1907. Town boundaries were based on a map from the Piedmont Sanitary Sewer District and the new town was just 1.8 square

[16] Carl Abbott, *The Metropolitan Frontier: Cities in the Modern American West* (Tucson: University of Arizona Press, 1993), 4, 37-38, 45-46; Beth Bagwell, *Oakland: The Story of a City*, 236-237; City of Oakland, "Oakland History Timeline."
[17] Beth Bagwell, *Oakland: The Story of a City*, 237; City of Oakland, "Oakland History Timeline."
[18] Scott, *The San Francisco Bay Area*, 199; United State Geological Survey, *San Leandro* 7.5' Quadrangle maps, 1947 and 1959; Oakland Public Library, *An Oakland Chronology*, 16.

miles, though the city leaders planned to expand to the north and east. The 1909 annexation of surrounding land by Oakland prevented any further expansion.[19] After 1909, the town gradually filled with residences, with a small commercial area in its center.

Oakmore/Glenview District

The Oakmore district is roughly bordered by Sausal (a Spanish word for "willow") Creek on the west, the Warren Freeway (the former location of the Palo Seco Creek) to the southeast, the Fruitvale district to the east, and Dimond Canyon (named for its self-proclaimed "capitalist" owner Hugh Diamond; often shown as "Diamond Canyon" or "Diamond Creek") to the south.

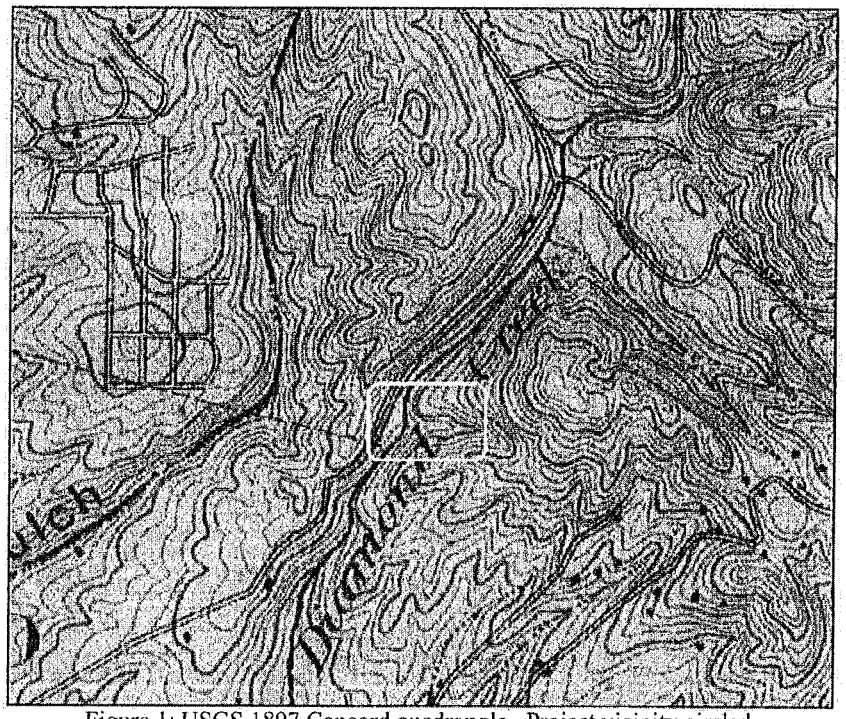

Figure 1: USGS 1897 Concord quadrangle. Project vicinity circled.

Following up on his success with his Lakeshore Highlands subdivision, Walter Leimert eyed nearby lands in the Oakmore Hills area. He created a new association of land developers, the Park Boulevard Company, with himself as its head, to develop a subdivision on the east side of Sausal Creek. His real estate company, the Walter H. Leimert Company, began sales in October 1926 and hired Mitchell & Austin to serve as property managers of the development that came to

[19] Evelyn Craig Pattiani, *Queen of the Hills: The Story of Piedmont, A California City*, (Fresno, CA: The Academy Library Guild, 1953), 15, 18, 27-28, and 104; City of Piedmont, *History of Piedmont*, accessed online at http://www.ci.piedmont.ca.us/history.shtml, December 12, 2007.

be known as Oakmore Highlands. Leimert's advertising strategy emphasized the area's natural beauty such as its abundance of oaks, alders, and wild berries.[20]

There were 440 lots in the 150-acre, four-tract development — most meant for single families, but some designated multi-family and commercial for, as Leimert put it, "the convenience of the homeowners in Oakmore." The streets were wide with ample sidewalks. Although lots sold fairly quickly, the company deferred interest and taxes for nearly a year and a half to encourage the speedy sale of the second tract, which opened in November 1927.[21]

Figure 2: 1927 advertisement for Oakmore Highlands

Leimert's Oakmore Highlands Development required the construction of a bridge spanning the 325-foot wide canyon between Park Boulevard and the new subdivision. Construction began on

[20] *Oakmore: A growing collection of historical newspaper clippings, marketing materials and photographs of the Oakmore Highlands subdivision*, (Oakland, CA: Oakmore Homes Association, November 2003), 2; "Oakmore Highlands History," Oakmore Homes Association, accessed online at: http://www.oakmorehomes.org/history_SBCV.html, February 6, 2008.

[21] Several prominent architects designed homes in Oakmore Highlands, among them, Miller & Warnecke, Chester H. Treichel, and Guy Brown. Popular architectural styles were Monterey Colonial, Mediterranean, Rustic Tudor, and Spanish. Pattiani, *Queen of the Hills*, 171; JRP Historical Consulting, *Caltrans Historic Bridge Inventory Update: Concrete Arch Bridges, Volume I: Report and Figures*, Prepared for State of California, Department of Transportation Environmental Program, April 2004; "Second Unit of Oakmore Tract Open," *The Oakland Tribune*, (November 6, 1927); "Resolution 1980-8, 138; "Oakmore Highlands History," Oakmore Homes Association, accessed online at: http://www.oakmorehomes.org/history_SBCV.html, February 6, 2008.

the Sausal Creek Bridge, commonly known as the Leimert Boulevard Bridge, in June 1925, and the bridge opened in October 1926. The sale of lots in the subdivision quickly followed. The bridge was the cornerstone of the new development. It was designated a landmark in 1980 by the City of Oakland and was found eligible for the National Register of Historic Places in 2004.[22]

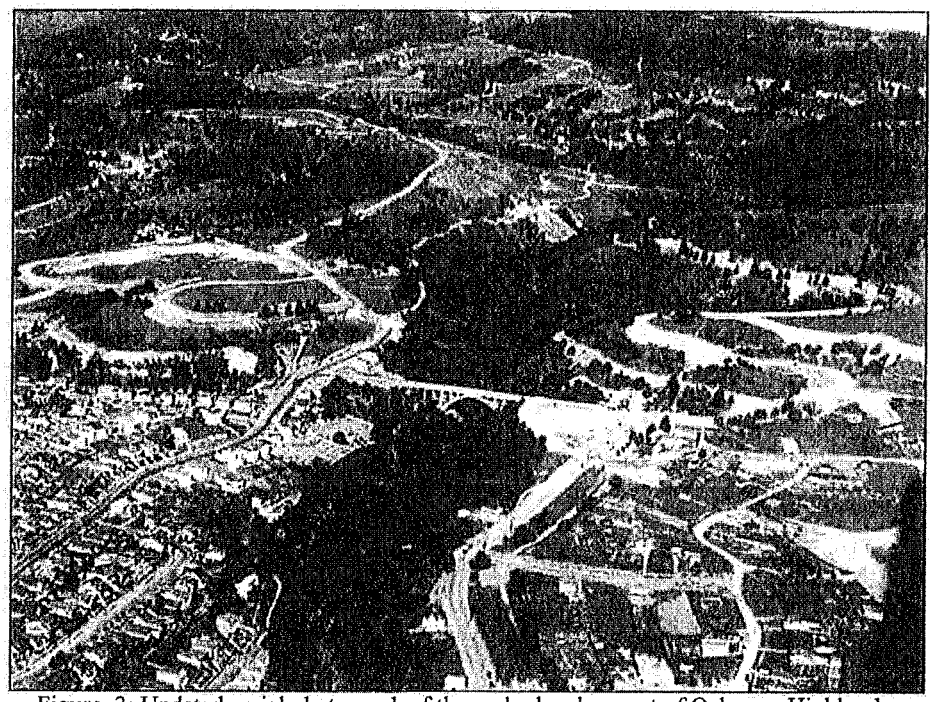

Figure 3: Undated aerial photograph of the early development of Oakmore Highlands. Courtesy Oakmore Homeowners Association.

In a three-quarter page advertisement in the *Oakland Tribune*, Leimert called the crossing "The Bridge that Wrought a Miracle for Oakmore Highlands," boasting that it was the largest single-arch bridge in the west at the time of construction. He noted that it was taller than a ten-story building, and claimed it would "change the geography of Oakland." It carried utility pipes and wires, auto and pedestrian traffic, and the Park Boulevard #18 Car Line (a Key System Transit Company trolley line), further adding to the convenience of the homeowners. The $150,000.00 bridge brought this formerly isolated hillside within 20 minutes of downtown Oakland.[23]

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[22] Architectural Historian Christopher McMorris of JRP Historical Consulting, LLC evaluated the Leimert Boulevard Bridge in Oakland for the National Register of Historic Places in March 2003 as a part of the Caltrans Historic Bridge Inventory Update project. His evaluation stated that the bridge was eligible under Criterion A, for its association with the residential development of the Oakland Hills, and under Criterion C, for its aesthetic design, with a period of significance of 1926-1930. In the absence of a concurrence report by the State Historic Preservation Office (SHPO), the date of eligibility has been assumed to coincide with the submission of the report, *Caltrans Historic Bridges Inventory Update: Concrete Arch Bridges, Volume 1*, in April of 2004.

[23] "The Bridge that Wrought a Miracle for Oakmore Highlands," *The Oakland Tribune*, (October 15, 1926); *Oakmore: a growing collection*, 3; "New Park Highlands Opens Today: Street Car Service Over Park Boulevard Starts Into Oakmore Over Concrete Sausal Creek Bridge," *The Oakland Tribune*, (October 17, 1926.).

After a brief cessation of building activity following the onset of the Great Depression in 1929, Oakmore Highlands experienced a boon during the mid-1930s. By 1933, eleven houses were under construction. Although most models displayed elements of Spanish architecture, other types included "rancho-style" and English-style homes.[24] In 1934, thousands of visitors poured into Oakmore Highlands to view the Breuner-Tribune furnished models on display. These model were designed to showcase the "great changes...taking place in home design, construction, furnishing, and financing." In an attempt to stimulate home sales, the real estate firm in charge of selling homes in Oakmore Highlands, L'Hommedieu, Inc., sold empty lots at 8 percent interest "without brokerage or other charges." The firm offered "payout" loans that did not require refinancing and allowed homeowners to pay off their debt in monthly installments until completely amortized. James H. L'Hommedieu, president of L'Hommedieu, stated that their financing plan "furnished the needed impetus to start building along normal lines again."[25] By the end of 1935, the *Oakland Tribune* declared that Oakmore Highlands "was the fastest-growing subdivision in the entire Eastbay area."[26]

By 1935, Oakmore Highlands had become a showcase for several of the Bay Area's well-known architects, including the aforementioned Miller and Warnecks, Frederick L. Confer, Chester H. Treichel, and Earl MacDonald. MacDonald designed a house that became known as "Golden Windows," which included a sweep of windows and large balcony overlooking the Bay, downtown Oakland, and San Francisco.[27]

Oakmore Highlands' continuous growth during the 1935-1936 period soon led to negotiations with East Bay Street Railway, Ltd., to add a new service from Piedmont Pines to the subdivision.[28] The announcement of coach service precipitated a sharp rise in home sales. By the middle of 1936, 35 homes had been built and plans were underway for the construction of 25 more. In 1947, after World War II, the streetcar power lines were converted for street lighting and the water pipes underneath the roadway were replaced.[29]

Building activity in the Oakmore Highlands subdivision took place through the 1930s and into the early 1940s. The residence at 1707 Clemons Road (Map Reference #1), which was built in 1939, is located in the subdivision.

The Glenview district is located opposite Oakmore Highlands on the west side of Leimert Bridge and runs along Park Boulevard. The district developed very slowly in the early twentieth century and most of its homes were located near Park Boulevard. Between 1915 and 1941, Glenview,

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[24] "Revival Noted in Building Activity Here," Oakland Tribune (September 17, 1933).
[25] "Display Home Gets Praise from Public," Oakland Tribune (January 1934).
[26] "Oakmore Sets Tract Record," Oakland Tribune (November 17, 1935).
[27] "House Plans Exhibit Lures," Oakland Tribune (August 11, 1935).
[28] "Coach Line to be Extended," Oakland Tribune (June 28, 1936).
[29] City of Oakland, Landmarks Preservation Advisory Board, *Resolution 1980-8* (Oakland, CA: 1980).

like Oakmore Highlands, experienced a housing boom. A brief interruption in building activity during the early years of the Great Depression gave way to massive building in the late 1930s and 1940s.[30] The residences of 1301 Leimert Boulevard (Map Reference #3), 1321 Leimert Boulevard (Map Reference #2), and 4902 Park Boulevard (Map Reference #4) are examples of Glenview's later development in the early 1940s.

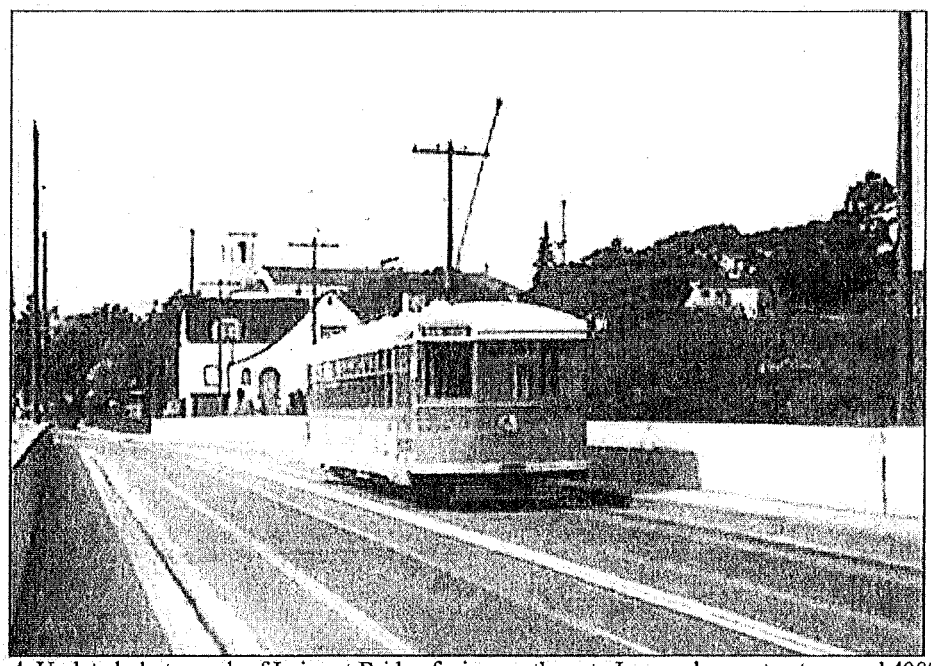

Figure 4: Undated photograph of Leimert Bridge facing northwest. Image shows street car and 4902 Park Boulevard (Map Reference # 4). Courtesy Oakmore Homeowners Association.

3. DESCRIPTION OF RESOURCES

The Built Environment APE covers approximately 600 feet between Park Boulevard and Clemens Road in the City of Oakland. The study area includes the Leimert Boulevard Bridge and four residential buildings, all of which date from the 20th century. Three of the buildings (1321 and 1301 Leimert Boulevard, and 4902 Park Boulevard) are located on the northwest side of Leimert Boulevard Bridge, and the fourth (1707 Clemens Road) is located on the southeast side of the bridge. One parcel, located on the northeast side of Leimert Boulevard Bridge, is a public parking lot devoid of buildings. Only 1707 Clemens Road is located within the Oakmore Highlands subdivision.

As is typical of this period in Alameda County, the residential properties in the area generally consist of wood-frame buildings with concrete foundations. The buildings within the development are predominately Minimal Traditional in style with Monterey, Mediterranean,

[30] United States Geological Service Map (1915; 1941).

Spanish, and Tudor influences. The four buildings surveyed are modest examples of Minimal Traditional (1707 Clemens Road and 1301 Leimert Boulevard), Tudor Revival (4902 Park Boulevard) and Ranch (1321 Leimert Boulevard) styles, and range from one to two stories in height. Overall, these residences have been altered by replacement materials, such as windows, siding and roofing materials. The integrity of these buildings has been diminished by these alterations.

4. FINDINGS AND CONCLUSIONS

JRP prepared this HRER as part of the Leimert Boulevard Bridge Seismic Retrofit Project and to comply with applicable sections of NHPA and the implementing regulations of the ACHP as they pertain to federally-funded undertakings and their impacts on historic resources. Besides the bridge, four historic-era resources were evaluated to determine their eligibility for the National Register for this investigation in compliance with Section 106 of the National Historic Preservation Act of 1966 as amended (16 U.S.C. 470f and 470h-2) and its implementing regulations (36 CFR 800.4). There are five parcels within the APE, of which four required inventory and evaluation. The remaining parcel is exempt from further study by provisions of the 2004 PA.

All properties were evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines, using criteria outlined in Section 5204.1 of the California Public Resource Code. At this time, none of the resources except the bridge have been designated for city or county landmark status. The tables below summarize the results of this report for all of the historic resources within the architectural APE.

Table 1. Status

Properties Listed in the National Register	None
Properties Previously Determined Eligible for the National Register	Leimert Boulevard Bridge (33C-0215)
Properties Previously Determined Not Eligible for the National Register	None
Resources That Are Historical Resources for the Purposes of CEQA	Leimert Boulevard Bridge (33C-0215)

Table 2. Properties Determined Not Eligible for the National Register and Are Not Historical Resources Under CEQA Per CEQA Guidelines §15064.5 Because They Do Not Meet the California Register Criteria Outlined in PRC §5024.1 as a Result of the Current Study

APN	Address / Name	Resource Name	Year Built	OHP Status Code	Map Reference No.
029A-1327-001	1707 Clemens Road	Clark Residence	Ca. 1939	6Z	1
029A-1330-005	1321 Leimert Boulevard	Togneri Residence	Ca. 1940	6Z	2

APN	Address / Name	Resource Name	Year Built	OHP Status Code	Map Reference No.
029A-1330-004-04	1301 Leimert Boulevard	Cooper Residence	Ca. 1950	6Z	3
029A-1330-041	4902 Park Boulevard	Common area of Tract 4156	Ca. 1945	6Z	4

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6. PREPARERS' QUALIFICATIONS

JRP principal, Rand F. Herbert (MAT in History, University of California Davis), provided overall direction for this project, prepared the APE map, and edited the report. Mr. Herbert has more than 25 years professional experience working as a consulting historian and architectural historian on a wide variety of historical research and cultural resource management projects as a researcher, writer, and project manager. Mr. Herbert qualifies as a historian/architectural historian under United States Secretary of Interior's Professional Standards (as defined in 36 CFR Part 61).

Christopher McMorris (MS in Historic Preservation, Columbia University) reviewed the forms and consulted on architectural styles.

Shawn Riem (MA History, Public History, California State University, Sacramento, 2007) conducted research and fieldwork for this project, created graphics, and wrote and edited the report and forms. Mrs. Riem joined JRP in 2006 and has contributed to a wide variety of historical research and cultural resource management projects. Mrs. Riem qualifies as a historian under United States Secretary of Interior's Professional Standards (as defined in 36 CFR Part 61).

Marta Knight (MA Public History, California State University, Sacramento, 2005) assisted with research and fieldwork and prepared portions of the DPR 523 forms. Ms. Knight has been with JRP since August 2007 and has assisted with a variety of historical research and cultural resource management projects. Ms. Knight qualifies as a historian under United States Secretary of Interior's Professional Standards (as defined in 36 CFR Part 61).