The Port of Oakland (Port) Permits Section staff and Environmental Programs and Planning staff have reviewed the subject Port Development Permit Application. We find the proposal meets the applicable standards of the "Port of Oakland Land Use and Development Code (LUDC) for the Oakland Airport Business Park". Detailed analysis and findings are set forth below.

Port Permit No: 5147
Permit Applicant: Raymond Gallagher
Tenant: vacant, previously Francesco’s Restaurant
Property Owner: Raymond Gallagher
Project Location: 8520 Pardee Drive, Oakland
Environ. Assessment: Categorical Exemption

**Project Description**

The project site is located in the southwestern portion of the City of Oakland (City), in the vicinity of Oakland International Airport and Interstate 880 (I-880). The address of the proposed project is located at 8520 Pardee Drive, Oakland, CA.

The project Applicant proposes to demolish the existing restaurant (formerly Francesco’s Restaurant) to remediate the current blighted condition. The Applicant is planning for further development of the site, which will be subject to a separate development permit by the Port including CEQA review. The owner has assessed that the building is not viable, even if the restaurant use was continued. The building was used as a restaurant for nearly 50 years, and the condition is poor. They are having difficulty securing the building, and vandals have trespassed and stolen live copper wire. The building is a liability to the owner and a hazard for the City and community in its current condition.

**Surrounding Area**

The project site is located within the Oakland Airport Business Park, Commercial Corridor. Hegenberger Road is a commercial corridor leading to Oakland International Airport. The project site is also within the Coliseum/Hegenberger Planning District of the Coliseum Area Redevelopment Project Area established by the City of Oakland in 1995, and expanded to a total of 6,764 acres in 1997.
Land Use Analysis (from LUDC Section 2)

The project site is located within the "Port Area" of the City of Oakland, and within the Commercial Corridor of the Oakland Airport Business Park, originally established by Port Ordinance No.1343 by the Board of Port Commissioners in 1966. Development in the Business Park is currently regulated by the "Port of Oakland Land Use and Development Code (LUDC)", adopted by the Board of Port Commissioners on June 2011. The project is for a full service restaurant, which is an allowable use under the LUDC at this location.

Findings (from LUDC Section 5.5)

The Port approves this application for a Development Permit, as submitted, with the following findings:

1. The proposed project will not be detrimental to the health, safety, peace, morals, comfort or general welfare of persons working, visiting, transiting through the Oakland Airport Business Park or be detrimental or injurious to property and improvements of the adjacent properties, the surrounding area or neighborhood or to the general welfare of the City. In fact, the existing building is potentially detrimental to the health and safety of the community in its current condition.

2. The proposed project is consistent with the City of Oakland's General Plan.

3. The proposed project complies with provisions of the LUDC.

4. The proposed project has been adequately evaluated under the California Environmental Quality Act (CEQA), see below for further details.

5. The proposed project has been approved, or has a reasonable chance of being approved, by all outside agencies having jurisdiction over the project, including, but not limited to: the City of Oakland, Bay Conservation and Development Commission, Federal Aviation Administration, San Francisco Bay Regional Water Quality Control Board, Alameda County Airport Land Use Commissioner, Alameda County Public Health Department, and the California State Lands Commission.

6. The proposed project will neither interfere with the operations of Oakland International Airport nor enable the establishment of uses that may be incompatible with the potential imposition of noise, light, smoke, air currents, electronic or other emissions, vibrations, discomfort, and/or inconvenience resulting from airport operations at Oakland International Airport.

7. The Port has attached such conditions to issuance of the Development Permit as it deems reasonable or necessary to achieve the purposes of the LUDC, to reduce or to mitigate environmental impacts, and to address the project's anticipated burden on the Business Park and the Port, and which conditions otherwise promote the health, safety, and welfare of the surrounding community.

8. Approval of this demolition project does not impact or direct any action on the related permit for development of the site. The Port is not compelled to take any specific action on any site development proposal based on this approval.

9. The existing building is not historically significant, see Attachment 2 for full report.
Environmental Findings

The Port is the Lead Agency under CEQA, having land use jurisdiction over the Oakland Airport Business Park. The project boundaries are located in a developed area, and improvements will be made to an existing facility that was formerly used as a restaurant. The Port finds that this project is Statutorily Exempt pursuant to CEQA Guidelines under Section 15269(c), Emergency Projects, which applies to specific actions necessary to prevent or mitigate an emergency. The Port finds that in the current condition, this building poses a potential hazard for fire, electrocution, and contact with hazardous materials.

Permit Conditions

1. All conditions of approval shall be printed on the final permit set of plans.

2. The project shall conform to Port-stamped approved plans, including the conditions of approval, unless otherwise approved by the Port. The applicant is responsible for including all details agreed upon, or conditions made by the Port, during the approval process. Failure to include any such details will not exempt the applicant from the Port for any changes prior to construction.

3. The use shall be shall be vacant until such time as a development permit for replacement structures and uses is approved by the Port. This action has no bearing on a development permit for replacement structure(s).

4. The applicant shall meet all conditions and requirements of all outside agencies having jurisdiction over the project, including but not limited to: the City of Oakland, San Francisco Bay Conservation and Development Commission (BCDC), Federal Aviation Administration, San Francisco Bay Regional Water Quality Control Board, Alameda County Airport Land Use Commission, Alameda County Public Health Department, and the California State Lands Commission. The applicant shall report any conflicts with Port requirements to the Port prior to construction. Any such conflicts must be resolved by the applicant to the satisfaction of the Port and the outside agency involved.

5. The applicant shall provide copies of authorizations or permits from agencies noted above.

6. The Project Applicant shall obtain, at the Project Applicant's expense, all City of Oakland building permits required for the Project.

7. The Project Applicant and the Project Applicant's contractor shall construct the Project according to the plans approved under Port and City permits. Modifications made to comply with City of Oakland permit requirements shall be subject to verification of compliance with Port permit conditions prior to the start of construction.

8. The Project Applicant shall maintain the Project site in a clean and orderly condition during the entire term of the Development Permit. If there is a work stoppage at any time after construction has commenced for a period of more than 30 days, the Project Applicant shall secure any completed or uncompleted work and remove or screen any stored materials. The Chief Engineer of the Port may provide a 30-day notice and order to the Project Applicant to comply with this condition. If the Project Applicant fails to comply during that time period, or fails to present and implement an acceptable plan for compliance, the Port maintains the right at Port's discretion, to complete the necessary work and bill the Project Applicant for all related costs, or impose reasonable fines for
violation of this condition of approval and/or the Port Chief Engineer’s order. Any such fine shall be reasonably related to the nature of the violation and/or the cost to correct.

9. To the maximum extent permitted by law, the Project Applicant shall defend, hold harmless, and indemnify the Port and its respective officers, agents and employees (whether the action is on behalf of the Port, or otherwise) (the “Indemnified Parties”) against any and all liability, damages, claims, demands, judgments or other losses (including, without limitation, attorneys fees, expert witness and consultant fees and other litigation expenses), referendum or initiative relating to, resulting from or caused by, or alleged to have resulted from, or caused by, any action or approval associated with the Project. This indemnity includes, without limitation, any legal or administrative challenge, referendum or initiative filed or prosecuted to overturn, set aside, stay or otherwise rescind any or all approvals granted in connection with the Project, any environmental determination made for the Project, and granting any permit issued in accordance with the Project. This indemnity includes, without limitation, payment of all direct and indirect costs associated with any action specified herein. Direct and indirect costs as used herein shall include, without limitation, any attorney’s fees, expert witness and consultant fees, court costs and other litigation fees, Port Attorney time and overhead costs, and other Port Staff overhead costs and normal day-to-day business expenses incurred by the Port (“Litigation Expenses”). The Indemnified Parties shall have the right to select counsel to represent the Indemnified Parties, at the Project Applicant’s expense, in the defense of any action specified in this condition of approval. The Indemnified Parties shall take all reasonable steps to promptly notify the Project Applicant of any claim, demand, or legal actions that may create a claim for indemnification under these conditions of approval.

10. The Applicant shall comply with stormwater quality requirements including Low Impact Development site design, if applicable.

11. The Applicant shall agree to comply with any other conditions added by the Permit Coordinator as well as any other conditions listed in the LUDC not otherwise listed here.

RECOMMENDED:
Environmental Programs and Planning: ___________________________ Date: 08/24/17

Colleen Liang, Port Environmental Supervisor

DECISION:

Port Permit Coordinator: □ Approve □ Deny

Joe Marsh, Port Permit Coordinator Date: 08/24/17

Attachments:
Attachment 1 – Project Site Plan
Attachment 2 – Architectural History Evaluation, WSA, Inc.
August 10, 2017

Nat Taylor
Laphmier-Gregory
1944 Embarcadero
Oakland, CA 94606

RE: Architectural History Evaluation of Francesco’s Restaurant, 8520 Pardee Drive, Oakland, Alameda County, CA.

Dear Mr. Taylor,

WSA has been contracted by Laphmier-Gregory to conduct a historical architectural evaluation of the Francesco’s Restaurant building at 8520 Pardee Drive, Oakland, California for the Vineyard Commercial Center Project (Attachment A: Figure 1). The project proposes to demolish the current building in preparation for construction of a multi-unit commercial complex. WSA architectural historian Stacy Kozakovich, Ph.D. conducted a site visit to the property on Friday, August 4, 2017 to document the building with field notes, photographs, and measurements. Additional research was conducted using previous environmental review documents for the vicinity; online newspaper archives and city directories; and in person at the Oakland Planning and Building Department’s Permit Center. California Department of Recreation (DPR) 523 Primary and Building/Structure/Object forms are provided in Attachment B.

Project Area History

While the city of Oakland was incorporated in 1852 and the County of Alameda formed in 1853, throughout the 19th and much of the early 20th centuries the project area remained undeveloped marshy land within or bordering on San Leandro Bay. With the establishment of Oakland’s airport on Bay Farm Island in 1927, access routes and services grew in the area as land was filled. Hegenberger Road is named for aviation pioneer Albert F. Hegenberger, who, with Lester Maitland piloted the first trans-Pacific light between the mainland United States and Hawaii in 1927 from what is now Oakland’s North Airport. The road alignment of what became Hegenberger Road pre-existed the flight, as it is depicted on maps of Oakland from as early as 1910 (Haviland) and was referred to as County Road No. 3 until the 1920s (Oakland Blue Print Co. 1923). Its renaming
signaled the beginning of the aviation-focused development of the lands bordering the southern edge of San Leandro Bay.

In an effort led by the Oakland Board of Port Commissioners, the expansion of Oakland’s airport to include the passenger and cargo facilities started in 1961 at what was known as the South Airport. Through the following decade, land reclamation and development projects filled the land to the northeast of the new airport facilities. Construction of the Oakland Coliseum, beginning in 1962, provided another focus for commercial development along Hegenberger Road south of San Leandro Street. The opening of the Hegenberger Road overpass over the Southern Pacific Railway line and improvement of the bridge over San Leandro Creek in the mid-late 1960s (JRP 2000) made it easier for sports fans and air travelers to visit the thoroughfare’s businesses. Hotels, restaurants, and other services were built along Hegenberger Road, alongside the union headquarters buildings of the Teamsters, and the architecturally significant Warehouse Union Local 6 at 99 Hegenberger Road, to the immediate south of Francesco’s restaurant across Pardee Drive (Oakland Landmarks Preservation Advisory Board 2014:18). Pardee Drive itself was developed during this period, as it was noted on maps beginning in the 1960s.

Francesco’s restaurant was built in 1968 and opened under the leadership of experienced restaurateur and one-time Oakland city council candidate Dewey Bargiacchi. Its 1968 City of Oakland Building and Housing Department Certificate of Occupancy lists Josephine Bargiacchi as the owner at the time of the building’s November 22, 1968 completion. 1968 Mr. Bargiacchi participated in the local hospitality industry geared particularly toward sports-watching audiences, and in commercial organizations that supported businesses in the area serving these audiences. An April 1969 Oakland Tribune advertisement (Attachment A: Figure 2) offered a $6.50 prime rib dinner paired with transportation to and from the A’s vs. White Sox opening day baseball game. A January 25, 1970 advertisement for the Airport Center association’s Sports Award Banquet lists Francesco’s Restaurant owner, Dewey Bargiacchi as one of its officers (Attachment A: Figure 3). Through the 1970s, Dewey Bargiacchi’s regular “What’s Cooking at Francesco’s” blurbs, which celebrated notable restaurant guests and promoted upcoming events, were regularly printed in the Oakland Tribune. The December 28th, 1974 blurb pairs Bargiacchi’s ovation of appreciation for his multigenerational restaurant family with a push to buy tickets for the upcoming New Year’s Eve party at Francesco’s (Attachment A: Figure 4).

Building permits on record at the City of Oakland note that the main, one-story portion of the building designed by J.O. Shinn was completed in 1968, with the second-story “penthouse” and additional banquet space added at the northern end of the building in 1971, and an additional seating area added in 1973. A low concrete block wall and awning were added in 1974 to create the outdoor patio on the southeast corner. The restaurant operated under the ownership and management of Bargiacchi family members until its 2016 closure.
Building Description

The building at 8520 Pardee Drive is a concrete brick and stucco-finished commercial building constructed on a concrete slab with an irregular rectangular footprint measuring approximately 150 feet N-S and 120 feet E-W (Attachment A: Figures 5-8). A small, rectangular second story roughly 25 feet by 30 feet is centered within the building’s northern half, protruding above the flat roof. According to the 1968 Certificate of Occupancy, this contained an office, restroom, and storage room. Windows and exterior stucco are visible on the east-facing side of this small second story. A covered patio extends around the southeast corner of the building at ground level, facing the intersection of Pardee Drive and Hegenberger Road. The building’s roof is flat, with projecting metal-clad awnings molded to resemble the texture of split wood shakes around all sides giving a low, slightly mansard-roof-like appearance. Large signs spelling "Francesco's" in individually mounted electrically-lit letters are placed on the south and east-facing roof awnings over the patio. Large, fixed rectangular plate glass windows surround the main dining areas on the southern portion of the building. The recessed main entrance is located adjacent to the western extent of the patio facing Pardee Drive. A red, green, and white textured plate glass window overlooks the patio from the recessed entranceway. The entrance and patio are shaded by red, white, and green canvas awning and canopy with metal frames. Upholstered booths and restaurant fixtures are still installed inside the main dining area. There is a secondary entrance, now boarded, flanked by rectangular plate glass windows at the north end of the southeast-facing side of the building. A utility entrance near the north end of the northwest-facing side of the building is accessed through a narrow passageway between building segments. A small, wood-frame, plywood covered utility shed with a shallow single-pitched roof abuts the building adjacent to this passageway.

CRHR Criteria for Evaluation

Under the California Environmental Quality Act (CEQA), both public and private projects with financing or approval from a public agency must assess the projects’ effects on cultural resources (Public Resources Code Section 21082, 21083.2 and 21084 and California Code of Regulations 10564.5). Cultural resources are buildings, sites, cultural landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant impact on important cultural resources, then project alternatives and mitigation measures must be considered.

CEQA defines historical resources as “resources listed or eligible for listing in the California Register of Historical Resources (CRHR)” (Public Resources Code Section 5024.1). A property may be considered a historical resource if it meets one of the following criteria for listing on the CRHR:

1. It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. It is associated with the lives of persons important to California’s past;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. It has yielded or is likely to yield information important in prehistory or history [Public Resources Code Section 5024.1].

A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

Integrity

In addition to meeting one or more of the four specific criteria listed above, an archaeological site or architectural resource must possess “integrity” to qualify for listing in the CRHR. Integrity is generally evaluated with reference to seven aspects, which include location, design (i.e., site structure), materials, workmanship, setting, feeling, and association. A potentially eligible site must retain the integrity of the values that would make it significant. Typically, for architectural resources integrity is indicated by evidence of the retention of the features that maintain contextual association with historical developments or personages that render them significant (Criteria 1, 2, and/or 3). Evidence of the preservation of this context is typically determined by the level of preservation of historic and architectural features that associate a property with significant events, personages, or styles.

Integrity refers both to the authenticity of a property’s historic identity, as shown by the survival of physical characteristics that existed during its historic period, and to the ability of the property to convey its significance. This is often not an all-or-nothing scenario (determinations can be subjective); however, the final judgment must be based on the relationship between a property’s features and its significance.
CRHR Evaluation of 8520 Pardee Drive

8520 Pardee Drive has not previously been evaluated for CRHR or NRHP eligibility. At the time the City of Oakland's General Plan Historic Preservation Element was prepared in 1993 the building was only 25 years old and therefore not eligible for evaluation. Francesco's restaurant is not currently listed in the City of Oakland's list of designated historic landmarks, heritage properties, and preservation districts. The 49-year old building at 8520 Pardee Drive will be evaluated for CRHR eligibility according to Criteria 1, 2, and 3. As Criterion 4 generally applies to archaeological sites and deposits, it will not be discussed in relation to this building.

**Criterion 1**: The building housing Francesco's Restaurant between 1968 and 2016 was built as part of the broader commercial development along the Hegenberger Road corridor between the Oakland Airport's south terminal, which began operation in 1962 and the Oakland-Alameda County Coliseum, which hosted sporting events beginning in 1966. Though locally notable for their role in expanding urban commercial neighborhoods into previously marshy land and establishing the area as a focus for tourism and entertainment, the specific types of development and businesses typified by 8520 Pardee Drive are not individually significant as contributors to this ongoing process of urban landscape growth. WSA recommends that 8520 Pardee Drive is not eligible for the CRHR under Criterion 1.

**Criterion 2**: Francesco's was built and operated under the management of Dewey Bargiacchi, and his mother, Josephine Bargiacchi, who founded Oakland restaurants the North Pole Club (between 1915 and the early 1940s) and the Villa de la Paix (following the Second World War and through the 1950s). Dewey Bargiacchi was active in the management of the Villa de la Paix with his mother, and operated the Chandelier restaurant in Oakland prior to the 1968 establishment of Francesco's. Bargiacchi's significance in, and beyond, Oakland's hospitality industry is evident in the documentary record of his involvements, including newspaper articles penned by and about him. Likely due to Bargiacchi's gregarious approach to marketing, Francesco's was patronized by numerous locally and nationally known sports and entertainment celebrities through its 49 years of operation. The restaurant's association with well-known diners is in each case an indirect link to each person's significance, as one of many establishments frequented by each during his or her lifetime. Francesco's connection to Josephine and Dewey Bargiacchi is a well-documented late chapter in the family's involvement in Oakland's hospitality industry, and the building itself does less to communicate the Bargiacchi's role in community building than does the ample documentary record of their activities. As such, WSA recommends that 8520 Pardee Drive is not eligible for the CRHR under Criterion 2.

**Criterion 3**: 8520 Pardee Drive is a typical example of a standalone commercial dining establishment building from the late 1960s, of a general style common in restaurant buildings through the 1960s and 1970s. Its building materials and design display
prioritization of economy and durability over specificity of style and ornamentation. Characteristics unique to an occupant's business, such as Francesco's sign and textile awnings, as well as interior decor, were not integral to the building itself and in properties such as this could be changed to suit a succession of commercial tenants. While Francesco's has been the sole business operated in this building, its overall design, massing, and aesthetic simplicity are representative of a type of restaurant building that could be occupied by successive occupants responding to changing markets. As it lacks characteristics of a specific or significant style, aesthetic, or architects' work, WSA recommends that 8520 Pardee Drive is not eligible for the CRHR under Criterion 3.

Recommendations

Francesco's Restaurant at 8520 Pardee Drive provided Italian-American style meals to a wide array of clientele under the management of Dewey Bargiacchi and his related successors between 1968 and 2016. The restaurant opened as part of a broader pattern of development along Hegenberger Road between the Oakland Airport and Coliseum from the early 1960s onward. Now closed, the restaurant building represents a relatively generic commercial architectural style whose variations can be seen across the United States in restaurants of this period. While the Bargiacchi family's many-decade contribution to Oakland's restaurant history is well documented, this specific building does little to convey that significance. WSA recommends that it is not eligible for the CRHR under any criteria. Further: architectural history consideration or management is recommended.

Sincerely,

WILLIAM SELF ASSOCIATES

Stacy C. Kozakavich, Ph.D., RPA

[Signature]

Project Director

WSA, Inc.
E-mail: skozakavich@williamsel.com
References Cited

City of Oakland

ESA

Haviland, P.A.

JRP Historical Consulting Services

Oakland Blue Print Co.

Oakland Landmarks Preservation Advisory Board
2014 Case File Numbers ZS13-103, ER13-0004; SP14001; GP14002; ZA14001, September 8, 2014.

Oakland Tribune
Attachment A

Figures
Figure 2. April 3, 1969 *Oakland Tribune* advertisement for promotion at Francesco's.

Figure 3. January 25, 1970 *Oakland Tribune* advertisement noting Dewey Bargiacchi and the Airport Center Association.
What's Cooking at Francesc's?

Mr. Dewey Barbagiacci's has a new formula. His kitchen is open and ready for business. He offers a menu of American and Italian dishes, all prepared with the same care and attention to detail that he has always been known for. His restaurant, located on the corner of Main and Broadway, is now open for business.

The menu includes a variety of appetizers, salads, soups, and entrees. The appetizers are fresh and delicious, with favorites like the antipasto platter and the garlic bread. The salads are also popular, with a variety of options to choose from, including the mixed greens and the house salad.

The soups are hearty and satisfying, perfect for a cold winter's day. The entrees include a variety of dishes, including Italian classics like spaghetti and meatballs, and American favorites like grilled chicken and steak.

In addition to the food, Mr. Barbagiacci's also offers a selection of wines and beers, as well as a variety of cocktails and non-alcoholic drinks. The atmosphere is warm and inviting, with comfortable seating and a friendly staff.

With its delicious food, cozy atmosphere, and attentive service, Mr. Barbagiacci's is a great place to enjoy a meal with friends or family. We highly recommend it to anyone looking for a delicious and satisfying dining experience.

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*PHONE: 555-1234
*MORE DETAILS ONLINE*
Figure 5. 8520 Pardee Drive, August 4, 2017, view north.

Figure 6. Entrance and dining patio at 8520 Pardee Drive, August 4, 2017, view northeast.
Figure 7. Northeast corner of addition, 8520 Pardee Drive, August 4, 2017, view west.

Figure 8. Northwest facade of 8520 Pardee Drive, August 4, 2017, view east from parking lot.
Attachment B
DPR Form
Francesco's Restaurant

LOCATION: Unrestricted

The building at 8520 Pardee Drive is a concrete brick and stucco-finished commercial building constructed on a concrete slab with an irregular rectangular footprint measuring approximately 150 feet N-S and 120 feet E-W (Attachment A: Figures 5-8). A small, rectangular second story roughly 25 feet by 30 feet is centered within the building's northern half, protruding above the flat roof. According to the 1968 Certificate of Occupancy, this contained an office, restroom, and storage room. Windows and exterior stucco are visible on the east-facing side of this small second-story. A covered patio extends around the southeast corner of the building at ground level, facing the intersection of Pardee Drive and Hegenberger Road.

ARCHITECTURAL HISTORY EVALUATION

Owner and Address:
8520 Pardee Dr. LLC
2770 Camino Diablo, Suite B
Walnut Creek, CA 94597

Recorded by:
Stacy Kozakovich
WSA, Inc. 61d Avenida de Orinda
Orinda, CA 94563

Report Citation:

Attachments: NONE

ARCHAEOLOGICAL RECORD

Required information
Resource Name or # (Assigned by recorder): 8520 Pardee Drive, Oakland  NRHP Status Code

B1. Historic Name: Francesco's Restaurant
B2. Common Name: Francesco's Restaurant
B3. Original Use: Restaurant  B4. Present Use: Vacant

B6. Architectural Style: Modern commercial

B6. Construction History: The main, one-story portion of the building designed by J.O. Shinn was completed in 1968, with the second-story "penthouse" and additional banquet space added at the northern end of the building in 1971, and an additional seating area added in 1973. A low concrete block wall and awning were added in 1974 to create the outdoor patio on the southeast corner.

B7. Moved? ✗ No  ☐ Yes  ☐ Unknown  Date: N/A  Original Location: N/A

B8. Related Features: Parking lot adjacent to west.


B10. Significance: Theme: Oakland Airport/Coliseum Area  Commerce Area  City of Oakland

Property Type: HP6 (1-3 story commercial building)

Period of Significance: 1968-1974

Applicable Criteria: CRHR 1, 2, 3

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

8520 Pardee Drive has not previously been evaluated for CRHR or NRHP eligibility. At the time the City of Oakland's General Plan Historic Preservation Element was prepared in 1993 the building was only 25 years old and therefore not eligible for evaluation. Francesco's restaurant is not currently listed in the City of Oakland's list of designated historic landmarks, heritage properties, and preservation districts. The 49-year old building at 8520 Pardee Drive will be evaluated for CRHR eligibility according to Criteria 1, 2, and 3. As Criterion 4 generally applies to archaeological sites and deposits, it will not be discussed in relation to this building.

Criterion 1: The building housing Francesco's Restaurant between 1968 and 2016 was built as part of the broader commercial development along the Hegenberger Road corridor between the Oakland Airport's south terminal, which began operation in 1962 and the Oakland-Alameda County Coliseum, which hosted sporting events beginning in 1966. Though locally notable for their role in expanding urban commercial neighborhoods into previously marshy land and establishing the area as a focus for tourism and entertainment, the specific types of development and businesses typified by 8520 Pardee Drive are not individually significant as contributors to this ongoing process of urban landscape growth. WSA recommends that 8520 Pardee Drive is not eligible for the CRHR under Criterion

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


B13. Remarks: WSA recommends as not CRHR eligible under any criteria.


* Date of Evaluation: 08/11/2017

(This space reserved for official comments.)
**P3a. Description** (cont'd) The building's roof is flat, with projecting metal-clad awnings molded to resemble the texture of split wood shakes around all sides giving a low, slightly mansard-roof-like appearance. Large signs spelling "Francesco's" in individually mounted electrically-lit letters are placed on the south and east-facing roof awnings over the patio. Large, fixed rectangular plate glass windows surround the main dining areas on the southern portion of the building. The recessed main entrance is located adjacent to the western extent of the patio facing Pardee Drive. A red, green, and white textured plate glass window overlooks the patio from the recessed entranceway. The entrance and patio are shaded by red, white, and green canvas awning and canopy with metal frames. Upholstered booths and restaurant fixtures are still installed inside the main dining area. There is a secondary entrance, now boarded, flanked by rectangular plate glass windows at the north end of the southeast-facing side of the building. A utility entrance near the north end of the northwest-facing side of the building is accessed through a narrow passageway between building segments. A small, wood-frame, plywood covered utility shed with a shallow single-pitched roof abuts the building adjacent to this passageway.

**B10. Significance** (cond't'd) Criterion 2: Francesco's was built and operated under the management of Dewey Bargiacchi and his mother, Josephine Bargiacchi, who founded Oakland restaurants the North Pole Club (between 1915 and the early 1940s) and the Villa de la Paix (following the Second World War and through the 1950s). Dewey Bargiacchi was active in the management of the Villa de la Paix with his mother, and operated the Chandelier restaurant in Oakland prior to the 1968 establishment of Francesco's. Bargiacchi's significance in, and beyond, Oakland's hospitality industry is evident in the documentary record of his involvements, including newspaper articles penned by and about him. Likely due to Bargiacchi's gregarious approach to marketing, Francesco's was patronized by numerous locally and nationally known sports and entertainment celebrities through its 49 years of operation. The restaurant's association with well-known diners is in each case an indirect link to each person's significance, as one of many establishments frequented by each during his or her lifetime. Francesco's connection to Josephine and Dewey Bargiacchi is a well-documented chapter in the family's involvement in Oakland's hospitality industry, and the building itself does less to communicate the Bargiacchi’s role in community building than does the ample documentary record of their activities. As such, NPS recommends that 8520 Pardee Drive is not eligible for the CRHR under Criterion 2.

Criterion 3: 8520 Pardee Drive is a typical example of a standalone commercial dining establishment building from the late 1960s, of a general style common in restaurant buildings through the 1960s and 1970s. Its building materials and design display prioritization of economy and durability over specificity of style and ornamentation. Characteristics unique to an occupant's business, such as Francesco's sign and textile awnings, as well as interior decor, were not integral to the building itself and in properties such as this could be changed to suit a succession of commercial tenants. While Francesco's has been the sole business operated in this building, its overall design, massing, and aesthetic simplicity are representative of a type of restaurant building that could be occupied by successive occupants responding to changing markets.
As it lacks characteristics of a specific or significant style, aesthetic, or architects' work, WSA recommends that 8520 Pardee Drive is not eligible for the CRHR under Criterion 3.

B12. References:

City of Oakland

ESA

Haviland, P.A.

JRP Historical Consulting Services

Oakland Blue Print Co.

Oakland Landmarks Preservation Advisory Board
2014 Case File Numbers ZS13-103, ER13-0004; SP14001; GP14002; ZA14001, September 6, 2014.

Oakland Tribune
CHAPTER 4.0
POTENTIAL EFFECTS ON FEDERALLY LISTED SPECIES AND THEIR HABITAT

This chapter describes potential effects on federally listed species and their habitats. As described in Chapter 3, the evaluation was based on a review of the available literature regarding the status and known distribution of federally listed species; data collected from studies conducted at the Airport; biological resource surveys (species-specific) (FAA, 2008; GANDA, 2008; Port, 1997; URS, 2012b); and reconnaissance surveys conducted in 2009, 2011, and 2012, and 2014.

4.1 POTENTIAL EFFECTS ON THE RIDGWAY’S RAIL

4.1.1 DIRECT EFFECTS

As described in Section 3.3.1, based on predation pressure and the absence of suitable habitat, it is not likely that Ridgway’s rail utilize the habitats in the Action Area for nesting (Raabe, pers. comm., 2011). However, juvenile migrants have the potential to occur occasionally in nontidal wetlands of the South Field while dispersing from nearby regional populations. Construction activities in or adjacent to the nontidal wetlands may directly affect this species. Direct or indirect effects on Ridgway’s rail occurring in or near the Action Area may include an alarm response on the part of the bird, causing it to flush, run away from the source of disturbance, or wait out the disturbance. Ridgway’s rails are at increased risk of predation when they flush or run, and they could fly accidentally into the construction zone. Direct effects could also include injury leading to mortality, or direct mortality from accidental contact with construction equipment.

As shown in Figure 4-1, the Proposed Action would result in the permanent loss of 0.94 acre of marginal Ridgway’s rail dispersal areas in the Runway 12 area of the South Field. The affected habitat consists primarily of a linear series of low-growing pickleweed and saltgrass adjacent to nontidal brackish ponds (waters of the U.S.); and at higher elevations, iceplant, monocytic stands of pampas grass, and mowed annual grassland. The lack of tidal influence in the Action Area prevents the development of a typical San Francisco Estuary tidal marsh. The affected wetland habitat in the Action Area lacks the dense tidal marsh vegetation that a Ridgway’s rail would use for cover, and does not support prey that typically would be consumed by this species. For these reasons, in addition to the presence of higher quality foraging habitat in the San Leandro Bay wetland complex, use of the Action Area by dispersing juvenile or adult rails is unlikely but possible during the postbreeding dispersal period.

The Proposed Action would reduce the area of nontidal wetland habitat available to dispersing rails, but would only marginally degrade the overall habitat quality in the Action Area because two critical components of Ridgway’s rail foraging habitat—vegetative cover and prey availability—are already absent. As described in Chapter 2, Section 2.2.1, the Proposed Action would also temporarily affect 1.63 acres of wetlands in the Action Area that also provide marginal habitat for Ridgway’s rail. Implementation of construction BMPs, and general and species-specific conservation measures would avoid direct take of this species in the unlikely event that suitable habitat is occupied.
4.0 Potential Effects on Federally Listed Species and their Habitat

4.1.2 INDIRECT EFFECTS

Temporary, indirect disturbance of Ridgway’s rails could occur in the form of flushing or frightening a rail that happens to be foraging or otherwise active in the Action Area when work activities are occurring.

4.2 POTENTIAL EFFECTS ON THE SALT MARSH HARVEST MOUSE

4.2.1 DIRECT AND INDIRECT EFFECTS

As discussed in Section 3.3.2, the potential for the salt marsh harvest mouse to occur within the Action Area is extremely small, and it is probable that this species does not occur at the Airport. However, potential habitat for this species is present within the Action Area. As shown in Figure 4-2, the Proposed Action would permanently remove 1.25 acres and temporarily disturb 3.24 acres of vegetation marginally suitable for the salt marsh harvest mouse, but the species was not detected in the Action Area during past survey efforts and is assumed to be absent. Although it is extremely unlikely that the salt marsh harvest mouse occurs in the Action Area, the Port will implement construction BMPs and species-specific conservation measures to avoid direct take of this species in the unlikely event that the affected habitat is occupied.

4.3 NO EFFECTS TO THE STEELHEAD CENTRAL CALIFORNIA COAST DPS AND GREEN STURGEON SOUTHERN DPS AND THEIR DESIGNATED CRITICAL HABITATS

Steelhead DPS and green sturgeon Southern DPS are present in San Francisco Bay. In locations that are subject to tidal influence, riprap would be placed only at three locations during a sufficiently low tide so that no in-water work would occur. Discharge into these waters would be prevented through implementation of the proposed BMPs. Since the Proposed Action does not include open water work activity and BMPs and conservation measures will be implemented, there will be no effect on the Central California Coast steelhead DPS and green sturgeon Southern DPS, or their designated critical habitat.