AC Transit East Bay Bus Rapid Transit Project
in Alameda County

Final Environmental Impact Statement/Environmental Impact Report

Pursuant to

by the U.S. Department of Transportation/Federal Transit Administration
and the Alameda Contra Costa Transit District

Historic Property Survey Report (HPSR)
Second Addendum Appendix 1 to Appendix 5

December 2011
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SECOND ADDENDUM TO POSITIVE ARCHAEOLOGICAL SURVEY REPORT
FOR THE ALAMEDA COUNTY TRANSIT DISTRICT’S
EAST BAY BUS RAPID TRANSIT PROJECT
IN BERKELEY, OAKLAND, AND SAN LEANDRO, CALIFORNIA

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EXECUTIVE SUMMARY

The Alameda County (AC) Transit District proposes to upgrade bus service to a high-level express service, known as East Bay Bus Rapid Transit (EBBRT), along an approximately 18-mile arterial corridor through the cities of Berkeley, Oakland, and San Leandro, California (Maps 1, 2a, 2b).

In 2005, Archaeological/Historical Consultants (A/HC) of Oakland, California carried out an archaeological survey and prepared an Archaeological Survey Report to encompass proposed alternative routes for the EBBRT Project (Baker 2005). In 2010 A/HC reviewed the project’s Preferred Alignment to determine whether there were significant changes from the alignment alternatives that had been previously surveyed and whether additional field survey might be necessary. No additional field survey was deemed necessary. Because the original record search was over five years old, an updated record search for the study area was conducted at the Northwest Information Center of the California Historic Resources Information System (CHRIS) in February of 2010. An Addendum Archaeological Survey report was completed in November 2010 (Baker 2010).

In September 2011, A/HC was asked to evaluate travel mitigation improvements to an area in East Oakland in the Fruitvale district that was outside of the original alignment and thus not included in the two previous archaeological survey reports. Proposed improvements will take place to Derby Avenue between 10th and 12th Streets and to San Leandro Street/East 10th Street between Derby Avenue on the north and approximately 33rd Avenue on the south. In addition, twenty vacant or underutilized off-street lots—fifteen located along International Boulevard and five on Telegraph Avenue—are also being considered for acquisition for parking as mitigation for parking space displacements by the EBBRT. These parcels were also included within the present study area.

The above locations were included within the study area of the two previous archaeological record searches. No prehistoric or historic archaeological sites had been reported in these areas and they had not been included within previous archaeological surveys.

Suzanne Baker of A/HC inspected the travel mitigation improvement area and the vacant lots on foot on October 13, 2011. No prehistoric or historic sites were recorded within the APE.

In the Fruitvale Traffic Mitigation Area, two or three tiny pieces of shell were noted in a parkway on San Leandro Street in the block south of Fruitvale Avenue. While shell is considered one indicator of a possible archaeological site, shell also occurs naturally and in fill. No accompanying prehistoric or historic cultural materials were noted. Although there were too few indicators to record this location as an archaeological site, the area should be considered of moderate archaeological sensitivity.
Lots A and B on Telegraph Avenue in the Temescal District of North Oakland are in an area of high archaeological sensitivity because of their proximity to a prehistoric archaeological site and to the former location of the Vincent Peralta ranch complex, both located within a few blocks of these parcels. The other three lots in the Temescal District should be considered of moderate sensitivity.

The project is in a highly urbanized area with in-fill that obscures the ground surface. Archaeological survey cannot, therefore, be definitive. While the effects of the East Bay BRT project are expected to be minimal, confined to surface or very shallow ground modifications, it is recommended that an archaeologist monitor these two locations during construction, as is recommended for other areas of archaeological sensitivity along the EBBRT route (Baker 2005; 2010).

Throughout the entire project area care should be taken during any construction work. If cultural materials are unearthed during construction, work should be temporarily halted in that area until a qualified archaeologist can assess the significance of the find.
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- Bank of America parking lot at 3251 International Boulevard, 64 total spaces.
- L-shaped dirt lot on NW corner of E. 12th Street and 33rd Avenue, 25 potential spaces.
- Latino Latinx 51 building at 3340 International Boulevard, 37 total spaces.
- Parking lot behind the Family Depot building at 3444 International Boulevard, 32 total spaces.

Area of Potential Effect, Off-Street Lots
Figure 3: APE, Second Addendum Project Location, Off Street Lots, International Boulevard, East Oakland
Figure 4: APE, Second Addendum Project Location, Off Street Lots, Telegraph Avenue, Temescal District
1.0 INTRODUCTION

Archaeological/Historical Consultants (A/HC) conducted an archaeological survey of the proposed East Bay Bus Rapid Transit (EBBRT) Project in Alameda County, California, in November and December of 2004, followed by preparation of a Positive Archaeological Survey Report (ASR) for that project (Baker 2005). The 2005 ASR reported that seven prehistoric sites and four places with subsurface historic archaeological features had been previously recorded in or very near the corridors of the alternative project alignments. In addition, the 2005 on-foot archaeological survey for the ASR found twelve other locations within the various alternative alignments that contain marine shell, which is considered a prehistoric site indicator. Shell alone may not be definitive as to the presence of prehistoric archaeological sites, but, since surface inspection was limited by various obstructions, these locations were considered sensitive for archaeological sites and were given Primary Numbers by the Northwest Information Center of the California Historic Resources Information System (CHRIS), at Sonoma State University, Rohnert Park.

In 2010 A/HC reviewed the Preferred Alternative to determine whether there were significant changes from alignments that had been previously surveyed and whether additional field survey might be necessary. No additional on-foot inspection was deemed necessary. In addition, because the original record search at the Northwest Information Center of the California Historic Resources Information System (CHRIS) was over five years old, an updated record search at the Northwest Information Center was completed. One prehistoric site in downtown Oakland had been recorded since the 2005 record search. Recordation was based on locations given in old newspaper articles and the site appears to have been the same as one previously recorded (Baker 2010).

In September 2011, A/HC was asked to evaluate travel mitigation improvements to an area in East Oakland in the Fruitvale district that was outside of the original alignment and thus not included in the two previous archaeological survey reports. In addition, AC Transit is considering for acquisition 20 vacant or underutilized lots for off-street replacement parking as mitigation for parking space displacement by the EBBRT Project. Fifteen are located along International Boulevard in the Fruitvale District and East Oakland and five are along Telegraph Avenue in the Temescal District of North Oakland. These have been included in the present Second Addendum Archaeological Survey Report.

The above locations were included within the two previous archaeological record search areas. No prehistoric or historic archaeological sites had been reported in these areas and they had not been included within previous archaeological surveys.

The present Second Addendum Archaeological Survey Report incorporates the results of the 2005 and 2010 reports by reference and details the results of the archaeological survey of the travel mitigation improvements area and vacant lots.
JRP Historical Consulting (2011) has prepared separately the Second Addendum Historic Properties Inventory and Evaluation Reports (HPIER), discussing historic architecture and features.

This Second Addendum Archaeological Survey Report has been prepared by Suzanne Baker, Principal Investigator (M.A., Anthropology/Archaeology; M.Sc., Rock Art Studies, RPA certified); 37 years of field experience in California archaeology.

2.0 PROJECT LOCATION AND DESCRIPTION

2.1 Project Location

The larger East Bay Bus Rapid Transit Project is located in the cities of Berkeley, Oakland, and San Leandro in Alameda County, California (Maps 1, 2a, 2b; see also APE maps appended to Baker 2010). It is found on the USGS 7.5’ Oakland West, Oakland East, and San Leandro Quadrangles.

The area of proposed travel mitigation improvements included in this Second Addendum Archaeological Survey Report is found in the City of Oakland on Derby Avenue between 10th and 12th Streets and on San Leandro Street/East 10th Street between Derby Avenue on the north and approximately 33rd Avenue on the south (Figure 1). In addition to the above project area, AC Transit is considering acquisition of twenty vacant or underutilized lots in Oakland for off-street parking. These have also been included in the present project area. Five of these are on International Boulevard between Fruitvale Avenue and 35th Avenue (Figure 2) and eleven are along International Boulevard between 82nd Avenue and 87th Avenue (Figure 3). Five others are on Telegraph Avenue between 46th Street and 52nd Street (Figure 4).

2.2 East Bay BRT Project Summary

The East Bay Bus Rapid Transit (BRT) Locally Preferred Alternative (LPA) provides enhanced transit service between the Downtown Berkeley BART station and the San Leandro BART station, via Downtown Oakland. The service, to be provided primarily on Telegraph Avenue and International Boulevard/E.14th Street, extends across an approximately 14.38 mile long corridor. The East Bay BRT will replace Rapid Bus Routes 1 and 1R currently operating in the corridor.

General corridor-wide elements proposed for Oakland and San Leandro are as follows:

- Dedicated median bus lanes for exclusive use by buses and emergency vehicles in most of the corridor. Segments with dedicated median bus lanes will have single-platform, center median stations with level boarding.
- Dedicated right-hand, side-running bus lanes on some segments that give preference to transit operations but permit right-turns and access to parking. These segments will have curbside stations with level or near-level boarding.
- Proof of payment ticket validation and off-board fare collection during most periods.
- Transit signal priority (TSP), new traffic signals, pedestrian signals, transit-only signals, and real-time traveler information.
- New passenger stations including substantial shelters that include extended canopies with amenities for the comfort and convenience of passengers, lighting and security features (e.g., closed circuit television and emergency phones).

All stations in Berkeley will be curbside stations and will include a ticket vending machine and real-time passenger information signs, as well as passenger shelters. Berkeley stations will not have raised platforms or other enhanced features.

**BRT Transitway**

The BRT transitway is the lane or lanes in which BRT buses would operate. There are three basic types of transitways proposed for different segments of the East Bay BRT project:

- **Dedicated Lanes, Median-Running:** Dedicated lanes, to be used only by BRT vehicles and emergency vehicles when necessary, would be located in the median of the street. Of the 14.38-mile project, approximately 76 percent of the corridor consists of dedicated BRT lanes in the street median. Segments with dedicated lanes include Telegraph Avenue and most of International Boulevard in Oakland, and portions of East 14th Street in San Leandro.

- **Dedicated Lanes, Side-Running:** In limited segments, dedicated lanes for BRT vehicles will be provided in the outside travel lane (the lane closest to the curb or parking lane). Where other vehicles need to access the lanes to make turns or for entering or exiting parking spaces, BRT and other vehicles will share use of the lanes. Use of the lanes by through traffic is prohibited. Side-running BRT lanes would be implemented on one-way arterials and roadways with limited opportunities for median BRT improvements. Segments with side-running BRT lanes include 11th and 12th Avenues in Downtown Oakland and a segment of International Boulevard just south of Lake Merritt.

- **Mixed-Flow Traffic Lanes:** Mixed-flow lanes for BRT operations are proposed in areas where dedicated or shared lanes are not feasible. Therefore, bus operations are “mixed in” with vehicular traffic. Of the 14.38-mile project, approximately 3.46 miles consist of mixed-flow traffic lanes. All portions of the corridor within the City of Berkeley consist of mixed-flow lanes. Additional mixed-flow segments include Broadway in Downtown Oakland and portions of East 14th Street, Davis Street, and San Leandro Boulevard in San Leandro.

**Stations**

There are 47 stations proposed along the corridor including six stations in Berkeley, 36 stations in Oakland, and five stations in San Leandro. Other than crossing Lake Merritt Dam and I-580, all stations are less than 0.45 mile apart. Average station spacing is 0.31
mile. Stations will include ticket vending machines, ticket validators, passenger information kiosks, canopy shelters, emergency telephones and security cameras. Station platforms will be at or slightly lower than the floor level of BRT buses, allowing fast and convenient passenger loading and unloading. All station elements will conform to design standards established by the Americans with Disabilities Act of 1990 (ADA), as amended.

Service Plan
Assuming demand is as forecast, weekday BRT service will be provided at approximately five-minute frequencies throughout the day, 10-minute frequencies in the evening, and hourly service from midnight to 5:00 a.m. On weekends, daytime service will be at approximately 15-minute intervals in the northern part of the corridor and 7.5-minute intervals in the southern part. Evening service will be at approximately 15-minute intervals and late night service will be hourly.

Downtown Oakland-San Leandro BRT Alternative
A second, less costly build alternative has been included for evaluation in the Final EIS/EIR. The DOSL Alternative begins in the north at 20th Street (Uptown station) in Downtown Oakland. Under this alternative, there will be no dedicated BRT lanes or enhanced stations north of this point. South of this point, the BRT will run in center-running or side-running BRT lanes as described in the LPA. Features of the DOSL Alternative would be the same as the LPA, but with fewer stations (32).

Hours of operation and service frequencies for the DOSL Alternative would be the same as proposed for the LPA in the Downtown Oakland to San Leandro BART segment of the corridor.

2.3 Second Addendum Archaeological Survey Project Area Description

Improvements for Traffic and Parking Mitigation
Several locations off the East Bay BRT alignment through the study area are proposed for improvements to mitigate BRT project traffic and parking impacts. The improvements involve acquisition of right-of-way, paving and, in some instances, adding traffic or parking control systems. These areas were also evaluated for possible archaeological resources of significance that could be affected by BRT project construction.

Fruitvale Traffic Mitigation: Expansion of Parallel Roadway Capacity
To address traffic impacts to International Boulevard through the Fruitvale district of East Oakland associated with a reduction of mixed-flow travel lanes (i.e., four to two lanes with BRT), the project will reconstruct segments of parallel and intersecting streets to allow autos to bypass the commercial center of Fruitvale, generally the area along International Boulevard from Fruitvale Avenue to 38th Avenue. San Leandro Street south of Fruitvale Avenue and E.10th Street north of Fruitvale Avenue will be reconstructed and the intersection of Fruitvale/San Leandro/E.10th realigned and widened to facilitate traffic flow. Derby Avenue and E.10th Street will be reconstructed to enhance the area between International Boulevard and the improved parallel route, San Leandro Street. The Derby Avenue intersection with E.12th Street, both southbound and northbound, will be re-
striped and a traffic signal added to allow traffic on San Leandro Street to use E.12th Street as an alternative to International Boulevard when proceeding to and from downtown Oakland. These improvements are shown in Figure 1. Right-of-way acquisition will be required to realign the Fruitvale/San Leandro/E.10th intersection and to reconstruct E.10th Street (west curb) and Derby Avenue (south curb between E.10th and E.12th).

Parking Mitigation: New Off-Street Parking Lots
In three areas, the strategy for mitigation of parking space displacements by the BRT project has been expanded to include providing replacement parking in surface lots off the BRT-alignment. Normally, parking is mitigated by signing, striping and/or metering spaces on cross streets located near where displacements are considered significant. In the Temescal and Fruitvale neighborhood commercial districts and in East Oakland from 82nd Avenue to 86th Avenue, additional replacement parking is proposed in vacant or underutilized parcels close to the BRT arterial. Several potential surface lots at each of these locations were identified, as shown in Figures 2-4. A preferred lot is indicated at each site; however, further evaluation will be performed during future project phases, and the alternate lots are, therefore, not eliminated from further consideration. The archaeological survey investigated all of the parcels shown. The BRT project would repave the selected parcels and stripe, sign and meter spaces for public parking. Any new off-street lots would ultimately be turned over to the city of Oakland for operation and maintenance.

2.4 Area of Potential Effect (APE)

The APE for archaeology for the Preferred Alignment is the area of direct impact and includes the EBBRT project right-of-way along the corridor from downtown Berkeley to the San Leandro BART station as described above. It is generally contained within current sidewalks, curbs and roadway (see APE maps appended in Baker 2010).

The APE for the new Derby Avenue Fruitvale Bypass project location, discussed in this Second Addendum Archaeological Survey Report, is shown on Figure 1. It includes current sidewalks, curb, and roadway, as well as areas of right-of-way acquisition at the intersection of Fruitvale/San Leandro/E. 10th Street, the intersection of Derby Avenue and E. 10th Street, and along Derby Avenue between E. 12th Street and E. 10th Street and along the west side of E. 10th Street (Figure 1). The APE for the twenty International Boulevard and Telegraph Avenue off-street parking locations is restricted to the footprint of the lots as shown in Figures 2-4.

3.0 RESEARCH AND FIELD METHODS

3.1 Updated Record Search

A record search for the EBBRT project area was conducted at the Northwest Information Center of the California Historical Resources Information Center at Sonoma State
University, Rohnert Park, in 2005. An updated record search took place on February 25, 2010 for information on recorded sites and relevant reports submitted since the original 2005 record search. The study area for the original record search and updated record search included a width up to one-half mile on either side of the project alignment. The APEs for the project areas considered in this Second Addendum Archaeological Survey Report are entirely within the original study area. The results of the two record searches are included by reference (Baker 2005; 2010). The 2010 updated record search was recent enough that another update was not considered necessary for this Second Addendum report.

No archaeological sites within the APE of the project areas considered in this Second Addendum Archaeological Survey Report were identified during the record searches or the previous archaeological survey (Baker 2005; 2010). No areas of particular archaeological sensitivity were identified for the Fruitvale Traffic Mitigation Area or the Fruitvale off-street lots or for the East Oakland off-street lots based on the prior reports (Baker 2005:13-14). An area of high archaeological sensitivity, however, was identified close to the Temescal District off-street lots. This was along Telegraph Avenue between 57th Street and 52nd Street (Baker 2005:13-14). Lots A and B are within or very near this location (Figure 4). One prehistoric or protohistoric site, P-01-010600, containing shell beads, a piece of abalone shell, and a piece of Chinese ceramic, has been recorded on the east side of Telegraph Avenue between 56th and 57th streets, a few blocks north of Temescal Lot A (Schwartz 2002). This general area is also very near the former site of the Vicente Peralta ranch complex. The block bounded by 55th and 56th streets, Telegraph Avenue, and Vicente Street was the location of four adobe structures, built between 1836 and the 1850s by Vicente Peralta, and of a later frame house built in 1867 (Hendry and Bowman 1940:589-591; Bowman (1951:224; map following 224). The adobes were all demolished by the late 1880s, and the frame house was moved in 1892 to the northwest corner of Claremont Avenue and Vicente Street, where it stood until it burned in June 1932 (Bowman 1951:225). This block was largely destroyed by construction of Highway 24, which passes over it; however, the possibility that outlier archaeological features may exist in or near the present project area cannot be discounted. Temescal Creek (now underground at about 51st Street or 52nd Street) flows just to the south of the prehistoric site and the former location of the Peralta adobes, near the intersection of Claremont Avenue and Telegraph (Baker 2005:13). The fresh water of the creek undoubtedly attracted both prehistoric and historic settlement. It is clear that the entire area between 57th Street and 52nd Street along Telegraph Avenue in Oakland should be considered sensitive for both prehistoric and historic resources.

No archaeological sites within the project area are currently listed on the National Register of Historic Places (http://www.nps.gov/history/NR/research, accessed November 2011), the California Register of Historical Resources, and list of California Historical Landmarks (http://ohp.parks.ca.gov, accessed November 2011).

In 2005 as part of the process of identifying archaeological resources within the project study area, letters of notification about the project were sent to the Native American Heritage Commission and to a list of Alameda County native informants maintained by
the Heritage Commission (Baker 2005). The APE of this Second Addendum project area is entirely within the previous study area and no new letters were deemed necessary.

Historic buildings recorded in Oakland and Berkeley since 2005 are discussed in Addendum HRIERs prepared by JRP Historical Consulting (2010; 2011).

3.2 Prehistoric and Historic Research

Prehistoric, ethnographic, and historic overviews for the project study area were prepared for the original Positive Archaeological Survey Report (Baker 2005). They are incorporated here by reference. The reader is referred to the 2005 report for details.

3.3 Archaeological Survey

The survey methodology for the original APE for the EBBRT project was and is consistent with general cultural resources practices. The 2005 archaeological survey included an on-foot inspection of the APE for archaeology within all alternative alignments for the project, including the Preferred Alignment. Details of that survey can be found in Baker (2005).

The project areas included in this Second Addendum study are in a highly built environment with little open space adjacent to the street alignment. Nevertheless, the streetscape includes a few open planting areas, adjacent yards, and occasionally a vacant lot. Aside from the record search which pinpoints already recorded sites and historic areas, the only way to determine if sensitive locations exist within or adjacent to the project alignment is to walk the APE and inspect adjacent open areas.

On October 13, 2011, Suzanne Baker of Archaeological/Historical Consultants inspected on foot the project areas, along Derby Avenue, East 10th Street, Fruitvale Avenue and San Leandro Street, and the proposed parking lots on International Boulevard and Telegraph Avenue. These areas were inspected for evidence of cultural modification, including shell, midden soil, lithic debitage, groundstone, and historic artifacts and features.

A) Fruitvale Traffic Mitigation Area—Derby Avenue, E. 12th Street, E. 10th Street, San Leandro Street, Fruitvale Avenue.

On the south side of Derby Avenue the right-of-way was entirely paved, while the north side had some exposed areas, but these were generally covered with gravel and ground visibility was poor. The right-of-way on the west side of E. 10th Street was paved, except at the south end of the block adjacent to Fruitvale Avenue, where there is some exposed ground. This was, however, covered in gravel or weeds and surface visibility was fair to poor. The east side of E. 10th had a few small planter/drainage areas in the parkways and adjacent to industrial buildings that line much of the block. These were generally covered with weeds and ground visibility varied from fair to poor; many had clearly been disturbed by prior construction and emplacement of water pipes.
The west side of E. 12th Street, adjacent to a BART Park ‘N Ride lot, is paved within the right-of-way. Near its south end at Fruitvale the road splits at the corner and there is a small grassy area in between the roadways. This is all turf and is probably fill. Elevated BART tracks run just to the east; the area under the BART tracks is open, although covered with turf. There was no ground visibility in these areas.

Fruitvale Avenue in the project right-of-way is entirely paved on both sides of the road. At the southeast corner of Fruitvale Avenue and San Leandro Street, there is a large, triangular vacant lot that is being considered for right-of-way acquisition. It was fenced, so could not be accessed, but was entirely covered with gravel, so that there was no ground visibility.

On the east side of San Leandro Street, south of Fruitvale, the right-of-way in the northern quarter of the block is entirely paved, but the southern three-quarters has planting areas adjacent to the sidewalk with fairly good ground visibility. Two or three tiny fragments of shell were noted in the parkway in front of residences at 3218 and 3230 San Leandro Street. These were confined to two small areas, which also contained considerable trash. In this area there are several late 19th or early 20th century residences with yards adjacent to the right-of-way.

The right-of-way and adjacent land on the west side of San Leandro Street is almost entirely paved or covered with structures. The only exception was at the southwest corner of Fruitvale Avenue and San Leandro Street, where there is a vacant lot. A portion of this lot may be acquired as right-of-way. The lot was fenced, so that there was no access, but the lot was heavily covered in grass, weeds, and trash and had poor ground visibility.

B) International Boulevard Proposed AC Transit Off-Street Parking Lots

1) Fruitvale Avenue to 35th Avenue (Figure 2)
   - Lot A. This is a large, irregularly shaped, parking lot, now used by the Bank of America. This is entirely paved with asphalt.
   - Lot B. This is a vacant lot at the northeast corner of 33rd Avenue and E. 12th Street. Much of the north side of the lot was graveled with the rest covered with turf and weeds. Visibility was only fair. This lot probably once held one or more single-family dwellings (the lot is adjacent to three older single family residences on the same block, probably dating to the early 20th century). The lot contains some debris, including plaster, butchered bone fragments, domestic trash (including the plastic shoe of a doll), and miscellaneous other recent trash, such as plastic and paper. Soil, where visible, was a brown silty clay.
   - Lot C. This is a square parcel at the northwest corner of 34th Avenue and Farnham Street. The lot is entirely paved.
• Lot D. This square lot is located north of 35th Avenue, just east of 3444 International Boulevard. This is a parking lot used by the Family Depot. It is entirely paved, except at the sidewalk gate where there are trees planted.

2) 82nd Avenue to 87th Avenue (Figure 3)

• Lot A. This is a rectangular parking lot adjacent to WashWorld at 8417 International Boulevard. It is entirely paved.

• Lot B. This is a small square-shaped lot behind Oakland Market at 8429 International Boulevard. It is paved.

• Lot C. This is a small square-shaped parcel at 1351 85th Avenue. It is currently used for parking for private housing. The lot is paved.

• Lot D. This is an irregularly shaped lot consisting of a driveway and parking lot behind 8217 International Boulevard. It is entirely paved.

• Lot E. This is a rectangular parcel adjacent to Allen Temple Baptist Church at the northwest corner of International Boulevard and 86th Avenue. It is currently used as a parking lot and is entirely paved.

• Lot F. This rectangular parcel is located at 8506 International Boulevard. It is currently a parking lot and is entirely paved.

• Lot G. This rectangular lot is located at the northeast corner of International Boulevard and Auseon Street. It is a parking lot adjacent to an automotive repair shop. It is paved.

• Lot H. This rectangular lot is located on the south side of 86th Avenue west of International Boulevard. It is opposite Allen Temple Baptist Church. The lot is vacant and fenced, which restricted direct access. It is, however, entirely covered in dense gravel, except for a very small area immediately adjacent to the sidewalk. There is virtually no ground visibility.

• Lot I. This is an L-shaped lot south of 84th Street on International Boulevard. It is currently a parking lot and is paved.

• Lot J. This is a rectangular vacant lot at the southwest corner of 84th Avenue and International Boulevard. It is covered with grass, weeds and trash. Trash includes recent plastic, paper, metal, and other items, as well as asphalt and concrete chunks that indicate the former presence of a building. Ground visibility was poor because of the heavy turf.

• Lot K. This is a large paved parking lot behind the east Bay Market & Liquor at 3432 International Boulevard.
C) Temescal District Proposed AC Transit Off-Street Parking Lots (Figure 4)

- Lot A. This triangular lot is located at 5200 Telegraph Avenue. It is a parking lot used by Time 4 Smog. It is entirely paved.

- Lot B. This a rectangular vacant lot at the northeast corner of Telegraph Avenue and 51st Street. This large lot was covered with decaying wood chips and weeds, so ground visibility was poor. Vegetation was kicked aside at intervals. The lot contains a large concrete platform at the north center of the lot. This may be an entryway to Temescal Creek that is underground in this area. The lot was the location of a movie theater for many years.

- Lot C. This is a parking lot at the southeast corner of Shattuck Avenue and 49th Street. It is entirely paved.

- Lot D. This is a large vacant lot on the east side of Telegraph Avenue south of 48th Street. A chain link fence surrounds the area, which prevented access at the time of the visit. The lot is open, but covered with weeds that obscure the surface. There has recently been a community attempt to plant a garden on the parcel. There is a large mound toward the back of the lot containing large chunks of concrete and considerable other concrete debris, probably from building demolition, scattered on the lot.

- Lot E. This is a parking lot at 4632 Telegraph. It is entirely paved.

4.0 Results of Reconnaissance

No archaeological sites were recorded within the Fruitvale Traffic Mitigation Area during the archaeological survey for this Addendum 2 report.

Two or three tiny pieces of clam or other type of shell were found in a parkway adjacent to San Leandro Street on the east side of the block immediately south of Fruitvale Avenue (Figure 1). These were accompanied by considerable modern debris. No prehistoric artifactual materials were observed. Although shell is often a site indicator, finding shell is problematic in highly built environments, because it may have been brought into planting areas or parkways as fill or soil amendment or may occur naturally in former areas of marsh. In addition, in urban settings, dirt in planters and parkways has often been highly disturbed. The presence of a prehistoric or historic archaeological site cannot, therefore, be assumed based only on slight indicators in a narrowly confined space, and, especially in highly built environments, can rarely be confirmed without subsurface testing. And here difficulties can arise, because there is often little open space within which to conduct testing. It is of interest, however, that the study area is less than a mile from the Oakland estuary and San Leandro Bay. The East Bay shore and adjacent plain has generally been considered archaeologically sensitive for prehistoric sites (Baker
2005). This block also contains several late 19th or early 20th century residences. It is always possible that shell could have been deposited in the historic period, when shellfish was among the foodstuffs consumed. The possibility exists that subsurface remnants of historic trash dumps and privies could exist adjacent to these residences.

The shell encountered here was too scant to allow recording as either a prehistoric or historic site in the project area. Because of its location close to the bayshore in an area generally sensitive for prehistoric sites and in an historic residential block, this part of the project area should, however, be treated as another location of moderate archaeologically sensitivity (see Baker 2005:13).

Sixteen of the 20 lots being considered for off-site parking are paved or covered with gravel and thus had no ground visibility for archaeological inspection. The other four lots are vacant and generally covered with weeds and debris. One could not be accessed for detailed inspection because of fencing. No archaeological materials were observed in open areas and no archaeological sites were recorded in these lots.

Within the Temescal District of Telegraph Avenue in North Oakland, Lots A and B (Figure 4) are within an area of high archaeological sensitivity because they are near the locations of a recorded prehistoric site and the former location of an important historic site, the Vincent Peralta adobe(s). The other lots within the Temescal District should be considered of moderate archaeological sensitivity because of their proximity to the Temescal Creek drainage.

5.0 SUMMARY AND CONCLUSIONS

In 2004-2005, Archaeological/Historical Consultants (A/HC) carried out an archaeological survey and prepared a Positive Archaeological Survey Report to encompass proposed alternative routes for the East Bay Bus Rapid Transit Project to be located in Berkeley, Oakland, and San Leandro (Baker 2005). In 2010 A/HC reviewed the project’s final Preferred Alternative alignment to determine whether there had been significant changes from the alignments that had been previously surveyed and whether additional field survey might be necessary. It was determined that none was required. In addition to this review, an updated record search was conducted at the Northwest Information Center of the California Historic Resources Information System (CHRIS), because the original record search was then over five years old. An Addendum to the original Archaeological Survey Report was prepared (Baker 2010).

In September 2011 A/HC was asked to prepare a second Addendum to the original Archaeological Survey Report to evaluate travel mitigation improvements to an area in East Oakland in the Fruitvale district that was outside of the original alignment and thus not included in the two previous archaeological survey reports. In addition, 20 lots that are being considered for acquisition by AC Transit for off-site parking were also included in the project.
An on-foot archaeological survey of the new project areas was undertaken in October 2011. These areas are today within a densely inhabited region with a heavily built infrastructure. Houses, commercial buildings, streets, paving, and sidewalks almost completely obscure ground visibility. Archaeological survey of the project area, while complete, was of necessity cursory, limited to inspection of open planting areas and a few yards and vacant lots.

No archaeological sites were recorded within the Second Addendum Archaeological Survey APE.

Although no sites were recorded, Lots A and B within the Temescal District off-street parking locations are in an area of high archaeological sensitivity because of their proximity to a prehistoric site and a historic site location, located within three blocks of these lots. The other three lots in the Temescal District should be considered of moderate sensitivity.

One area with scant shell was found in a parkway within the Fruitvale Traffic Mitigation area adjacent to San Leandro Street in the block south of Fruitvale Avenue. This block is also the location of late 19th century residences. The shell encountered here was too ephemeral to allow recording as either a prehistoric or historic site in the project area. Because shell is sometimes an indicator of either prehistoric or historic cultural deposition, the area should be treated as of at least moderate archaeological sensitivity.

The project is in a highly urbanized area with in-fill that obscures the ground surface. Archaeological survey cannot, therefore, be definitive. While the effects of the East Bay BRT project are expected to be minimal, confined to surface or very shallow ground modifications, it is recommended that, during construction, an archaeologist monitor the two areas of archaeological sensitivity discussed above, as is recommended for other areas of archaeological sensitivity along the EBBRT route (Baker 2005; 2010). Throughout the entire project area care should be taken during any construction work. If prehistoric or historic cultural materials are unearthed during construction within the APE, work should be temporarily halted in that area until a qualified archaeologist can assess the significance of the find.

Additional archaeological survey will be needed if project limits are extended outside the present survey limits.

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JRP Historical Consulting


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APPENDIX 4:

ADDENDUM HISTORIC PROPERTY INVENTORY AND EVALUATION REPORT
(HPIER)
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EXECUTIVE SUMMARY

JRP Historical Consulting (JRP) has prepared this Addendum Historic Properties Inventory and Evaluation Report (HPIER) based on research and fieldwork conducted in October 2011. This report is an addendum to the original AC Transit East Bay Bus Rapid Transit HPIER that JRP produced in October 2005 and the Addendum Historic Properties Inventory and Evaluation Report (Addendum HPIER) produced in October 2010 and addresses only those architectural resources that were not addressed in the previous reports. Please refer to the October 2005 and October 2010 reports for a full description of the previous architectural survey and evaluation results.

Further refinement of the project has resulted in modifications to the Area of Potential Effects (APE). This report identifies and evaluates historic properties within the new Area of Potential Effects (APE) for Alameda-Contra Costa (AC) Transit District’s East Bay Bus Rapid Transit (BRT) Project located in Alameda County, California. This Addendum HPIER examines the potential eligibility of historic resources within the new areas of potential effect (hereafter referred to as new APE) for listing in the National Register of Historic Places (referred to hereafter in this report as the National Register), as well as their potential eligibility for listing in the California Register of Historical Resources (hereafter the California Register). The purpose of this document is to assist AC Transit and Federal Transit Administration (FTA) to comply with applicable sections of the National Historic Preservation Act of 1966 (16 USC 470), as amended, and the implementing regulations of the Advisory Council on Historic Preservation (36 CFR Part 800), as these pertain to federally-funded undertakings and their effects on historic properties. It also seeks to help AC Transit to comply with requirements of the California Environmental Quality Act (CEQA) for this project, as it pertains to historical resources. The resources studied for this report have been evaluated in accordance with Section 15064.5(a)(2)-(3) of CEQA Guidelines using the California Register of Historical Resources criteria outlined in Section 5024.1 of the California Public Resources Code.

In general the project extends from Berkeley south along Oxford Street and Shattuck Avenue, east along Bancroft Way and Durant Avenue to Telegraph Avenue, where it then continues in a southwesterly direction into downtown Oakland. There the project runs a short distance along Broadway, turning southeast onto 11th and 12th streets, until it intersects with 2nd Avenue. From 2nd Avenue the project follows 12th Street and International Boulevard (also known as East 14th Street) until 14th Avenue, and then proceeds south into San Leandro, ending at the San Leandro BART station.

The new APE encompasses 31 parcels of which 23 contain historic-era resources or “survey population” resources, i.e. those buildings, groups of buildings or structures that were constructed in or before 1966. The inventory and evaluation efforts conducted for this project address each resource of the survey population by applying the appropriate National Register and California Register evaluation criteria. Although resources evaluated for these programs are usually 50 years old or older, this survey includes all resources within the new APE that are 45 years old or older as of 2011 to account for the passage of time between the period of project review and project completion. The
remaining eight parcels were vacant or contained buildings, structures or objects that were constructed in or after 1966 lacked exceptional significance under NR Criteria Consideration G regarding properties less than 50 years old, and were not subject to evaluation.

The general project location is shown in Maps 1 and 2. The new APE for historic architectural resources is shown in Map 3, Figures 1 through 46, and includes Map Reference numbers keyed to the historic resources surveyed by this report. All of the maps are located in Appendix A. Evaluations of each of the historic resources within the new APE are presented on DPR 523 forms attached as Appendix B of this report. The survey population resources are summarized in Section 5 with summary tables included in Section 5.¹

As noted above this Addendum HPIER addresses a total of 23 survey population resources buildings and structures that were not previously included in the original survey and evaluation. These 23 resources have been added to the original survey because of refinements in the location of proposed BRT stations. Of the 23 survey population resources identified within the new APE, only three are listed in the National Register, have been determined eligible for the National Register, or appear eligible for listing in the National Register. These properties are historical resources for the purposes of CEQA. The new APE also includes one resource that does not appear to be eligible for the National Register but is listed or eligible for listing in a local register of historic resources; therefore it is considered a historical resource for the purposes of CEQA. The remaining nineteen survey population resources did not appear to meet the criteria for listing in the National Register, nor do they appear to be historical resources for the purposes of CEQA.

¹ JRP provided updates to those resources within the architectural APE that were previously listing in or determined eligible for the National Register to account for an alterations that could warrant changes in its National Register Status. JRP also prepared update forms for properties that had been evaluated more than five years ago, and if additional information was required for Section 106 or CEQA compliance for this project. Where possible, JRP included copies of the previous survey forms (see Appendix B).
1. PROJECT DESCRIPTION

The East Bay Bus Rapid Transit (BRT) Locally Preferred Alternative (LPA) provides enhanced transit service between the Downtown Berkeley BART station and the San Leandro BART station, via Downtown Oakland. The service, to be provided primarily on Telegraph Avenue and International Boulevard/E.14th Street, extends across an approximately 14.38 mile long corridor. The East Bay BRT will replace Rapid Bus Routes 1 and 1R currently operating in the corridor.

General corridor-wide elements proposed for Oakland and San Leandro are as follows:

- Dedicated median bus lanes for exclusive use by buses and emergency vehicles in most of the corridor. Segments with dedicated median bus lanes will have single-platform, center median stations with level boarding.
- Dedicated right-hand, side-running bus lanes on some segments that give preference to transit operations but permit right-turns and access to parking. These segments will have curbside stations with level or near-level boarding.
- Proof of payment ticket validation and off-board fare collection during most periods
- Transit signal priority (TSP), new traffic signals, pedestrian signals, transit-only signals, and real-time traveler information
- New passenger stations including substantial shelters that include extended canopies with amenities for the comfort and convenience of passengers, lighting and security features (e.g., closed circuit television and emergency phones).

All stations in Berkeley will be curbside stations and will include a ticket vending machine and real-time passenger information signs, as well as passenger shelters. Berkeley stations will not have raised platforms or other enhanced features.

BRT Transitway

The BRT transitway is the lane or lanes in which BRT buses would operate. There are three basic types of transitways proposed for different segments of the East Bay BRT project:

- **Dedicated Lanes, Median-Running**: Dedicated lanes, to be used only by BRT vehicles and emergency vehicles when necessary, would be located in the median of the street. Of the 14.38-mile project, approximately 76 percent of the corridor consists of dedicated BRT lanes in the street median. Segments with dedicated lanes include Telegraph Avenue and most of International Boulevard in Oakland, and portions of East 14th Street in San Leandro.

- **Dedicated Lanes, Side-Running**: In limited segments, dedicated lanes for BRT vehicles will be provided in the outside travel lane (the lane closest to the curb or parking lane). Where other vehicles need to access the lanes to make turns or for entering or exiting parking spaces, BRT and other vehicles will share use of the lanes. Use of the lanes by through traffic is prohibited. Side-running BRT
lanes would be implemented on one-way arterials and roadways with limited opportunities for median BRT improvements. Segments with side-running BRT lanes include 11th and 12th Avenues in Downtown Oakland and a segment of International Boulevard just south of Lake Merritt.

- **Mixed-Flow Traffic Lanes**: Mixed-flow lanes for BRT operations are proposed in areas where dedicated or shared lanes are not feasible. Therefore, bus operations are “mixed in” with vehicular traffic. Of the 14.38-mile project, approximately 3.46 miles consist of mixed-flow traffic lanes. All portions of the corridor within the City of Berkeley consist of mixed-flow lanes. Additional mixed-flow segments include Broadway in Downtown Oakland and portions of East 14th Street, Davis Street, and San Leandro Boulevard in San Leandro.

**Stations**

There are 47 stations proposed along the corridor including six stations in Berkeley, 36 stations in Oakland, and five stations in San Leandro. Other than crossing Lake Merritt Dam and I-580, all stations are less than 0.45 mile apart. Average station spacing is 0.31 mile. Stations will include ticket vending machines, ticket validators, passenger information kiosks, canopy shelters, emergency telephones and security cameras. Station platforms will be at or slightly lower than the floor level of BRT buses, allowing fast and convenient passenger loading and unloading. All station elements will conform to design standards established by the Americans with Disabilities Act of 1990 (ADA), as amended.

**Service Plan**

Assuming demand is as forecast, weekday BRT service will be provided at approximately five-minute frequencies throughout the day, 10-minute frequencies in the evening, and hourly service from midnight to 5:00 a.m. On weekends, daytime service will be at approximately 15-minute intervals in the northern part of the corridor and 7.5-minute intervals in the southern part. Evening service will be at approximately 15-minute intervals and late night service will be hourly.

**Downtown Oakland-San Leandro BRT Alternative**

A second, less costly build alternative has been included for evaluation in the Final EIS/EIR. The DOSL Alternative begins in the north at 20th Street (Uptown station) in Downtown Oakland. Under this alternative, there will be no dedicated BRT lanes or enhanced stations north of this point. South of this point, the BRT will run in center-running or side-running BRT lanes as described in the LPA. Features of the DOSL Alternative would be the same as the LPA, but with fewer stations (32).

Hours of operation and service frequencies for the DOSL Alternative would be the same as proposed for the LPA in the Downtown Oakland to San Leandro BART segment of the corridor.
2. RESEARCH AND FIELD METHODS

The proposed project route begins near Shattuck and University in Berkeley, and runs south along Telegraph Avenue to Broadway in Berkeley and Oakland. It then connects to East 14th Street / International Boulevard and runs southeast to the project’s end in San Leandro. All project modifications addressed in this addendum are located in the City of Oakland and San Leandro. The project contemplates some changes in intersections, installation of dedicated bus lanes, construction of Bus Rapid Transit (BRT) stations, alterations to existing lane patterns, and areas of landscaping. The overall project location and vicinity are shown in Maps 1 and 2 (see Appendix A.)

The APE for historic architectural resources for the original East Bay BRT Project was developed by JRP and Parsons Transportation Group, in consultation with AC Transit and Federal Transit Administration (FTA), in 2003. FTA submitted the original Historic Properties Inventory and Evaluation Report (HPIER) to the State Historic Preservation Office in October 2005 and received concurrence on its APE and findings on March 15, 2006. This letter is found in Appendix D of this Addendum HPIER.

In response to refinements in the project plans, JRP and Kimley Horn and Associates, Inc, again consulting with AC Transit and FTA, developed an amended APE in February 2010. FTA submitted the amended HPIER to the State Historic Preservation Office in January 2011. The State Historic Preservation Office concurred with the addendum APE and findings on May 17, 2011 in a letter included in Appendix D.

The methodology for the original APE was consistent with general cultural resource practices at that time and included those properties that would be subject to direct or indirect effects of the proposed project. In general, the original APE took in parcels immediately adjacent to new BRT stations, at locations where there were proposed alterations to existing sidewalks and curb-lines, or at locations of proposed construction of new traffic signals.

Beginning with the 2010 addendum, subsequent APEs for BRT projects do not include parcels at all of these locations. Many of these actions are no longer considered to pose an effect upon historic properties outside of the right-of-way because such construction would not cause a change in the character or setting of historic properties. Therefore, the only proposed project actions that are assumed to have potential change to the setting of a historic architectural resource is the construction of a BRT station, or actions requiring property taking. The new areas of potential effect covered by this Addendum HPIER include adjacent parcels at all newly proposed BRT stations, even those completely within the existing curb-lines or medians, because their construction will affect the over-all streetscape in each location, and may have the potential to obstruct the view of historic resources at their locations. The APE also includes parcels where curb modifications will require acquisition of portions of the parcel. Current modifications involve the construction of median stations and a Fruitvale by-pass requiring curb modifications. The new areas of potential effect were set to take in parcels on both sides of the street at median stations to account for the streetscape and the full parcel where partial property takes are planned.
Addendum HPIER AC Transit East Bay BRT October 2011

Map 3 (see Appendix A), shows the original APE for historic architectural resources, the 2010 addendum APE, as well as the new areas of potential effect which are addressed in this Addendum HPIER. The historic resources within the new APE are identified on the APE maps with a reference number. Previously evaluated properties are not identified by reference numbers, please see the original HPIER and 2010 addendum HPIER for information on those properties. The project team assigned map reference numbers beginning at the northern end of the project in Oakland, and ending in San Leandro. Summary tables listing the status of the historic properties within the new APE in relation to their National Register of CEQA status are found in Tables 1 through 4 in Section 5.

JRP conducted background research to assess which resources would be part of the survey population for this Addendum HRIER and used the same research and recordation methodology as the original HPIER. JRP conducted research in property records through First American Real Estate Solutions (FARES) commercial database, and also reviewed current and historic topographic and property maps, Alameda County assessment records, historic aerial photographs, and other documents including the results of previous documentation of historic properties discussed below. This determined which buildings, groups of buildings, structures, and objects would be studied in more detail as resources that appeared to have been built in or before 1966. This group constitutes the survey population for this report.

Although resources evaluated for the National Register and California Register programs are usually 50 years old or older, this survey included all resources within the APE that were 45 years old or older as of 2011 to account for the passage of time between the period of project review and project completion. Buildings, structures, and objects determined to have been built in 1967 or later and did not meet the exacting requirements for recently constructed buildings as specified in National Register Criteria Consideration G, and thus were considered non-historic and required no further study.

Of the 31 parcels within the new APE, 23 contain survey population resources, i.e. buildings, group of buildings, structures or objects constructed in or before 1966. Five parcels contained buildings or structures were constructed in or after 1966 and three properties were vacant at the time of the survey. In keeping with the guidance and requirements of California Department of Parks and Recreation and Office of Historic Preservation, the 23 survey population resources that required documentation for this study were inspected in the field, photographed and described on standard DPR 523 forms, as necessary. The DPR 523 forms are attached in Appendix B. Because the previous studies covered the same area, no new contextual themes were developed. The themes of nineteenth and twentieth century residential and commercial development, and transportation are covered in the 2005 HPIER and 2010 Addendum HPIER and not duplicated in this report.

JRP also undertook property-specific research for individual resources in both archival and published records. JRP staff conducted this research, both in conjunction with the fieldwork and after the field surveys were completed, in October 2011. Research was conducted at Oakland Cultural Heritage Survey; Oakland Building Services-Permit
Center; and Oakland History Room, Main Oakland Library. For a complete listing of materials consulted, please see the references listed in Section 7.

As part of the process to identify historic resources within the APE, JRP reviewed existing information from previous surveys. JRP reviewed the National Register, California Register, California Historical Landmarks, and the California Points of Historic Interest lists to assess the location of known historic properties within the APE. JRP also examined previous historic resource inventory and evaluation surveys and reports. Given that there has long been a strong historic preservation presence in Oakland, JRP found many historic resource inventory and evaluation records on properties within the APE. JRP located most of the previous studies at Oakland Cultural Heritage Survey. JRP contacted interested parties through a notification letter circulated in January 2005. Please refer to the Appendix B or the October 2005 HPIER for copies of these letters and their subsequent responses. In addition, JRP reviewed the literature of previously conducted cultural resources reports in or near the architectural APE provided by the California Historical Resources Information System, Northwest Information Center.

2.1. Preparers’ Qualifications

This project was conducted under the general direction of Rand Herbert (M.A.T. in History, University of California, Davis), a principal at JRP with more than 30 years experience conducting these types of studies. Based on his level of experience and education, Mr. Herbert qualifies as a historian/architectural historian under the Secretary of the Interior’s (SOI) Professional Qualification Standards, as defined in 36 CFR Part 61).

JRP architectural historian Toni Webb was the project manager/lead historian for the project. Ms. Webb directed research and field crews, data management and graphics production, preparation of the contextual statement and evaluations, and edited forms. Ms. Webb received a B.F.A. in Historic Preservation from the Savannah College of Art & Design and has over 11 years of experience in public history and historic preservation. Based on her level of experience and education, Ms. Webb qualifies as an architectural historian under the SOI Professional Qualification Standards.

Architectural historian Cheryl Brookshear (M.S., Historic Preservation--University of Pennsylvania) and research assistant Heather Miller (BA in History, Humboldt State University; certificate in Historic Preservation and Restoration Technology, College of the Redwoods) conducted field survey, research, and prepared DPR 523 forms. Based on level of experience and education, Ms. Brookshear qualifies as an architectural historian, under the SOI Professional Qualification Standards. Additionally, Production technician Rebecca Flores assisted with graphics production.
3. DESCRIPTION OF RESOURCES

The new APE encompasses 23 buildings, groups of buildings, structures or objects, of which were constructed in or before 1966. These 23 resources are summarized below and constitute the survey population for this Addendum HPIER.

The new APE covers a long and narrow area of the northwestern portion of Alameda County, passing through two cities. All of the survey population properties addressed in this addendum are located within the limits of the City of Oakland.

3.1. Commercial

Eighty-seven percent of the survey population resources (20 properties) serve a commercial function, including offices, markets, hotels, gas stations and restaurants. Two properties were built for commercial use, but are now used for religious or educational purposes; however, they retain many of their commercial attributes. Many of these buildings were constructed as mixed-use buildings, with portions of the building (typically first floors) occupied by business and residence at the rear or on upper floors. These buildings were constructed in a time span between 1894 and 1957. Only one was built during the nineteenth century and represents the earliest resource studied in this addendum (Map Reference No. 10). The two story wood-frame building retains integrity and is one of the historic resources identified in the study. The former hotel building is an example of the small hotels serving as saloon and shelter for immigrants and poorer travelers.

Approximately 56% of commercial properties were constructed during a 41-year period between 1900 and 1941 and represent a period of major change for northern Alameda County. Improved roads and the growth of suburban electric rail lines opened up for development the unincorporated land between Berkeley, Oakland and San Leandro, resulting in commercial and residential construction along Telegraph Avenue, International Boulevard and East 14th Street. The growth of residential and commercial buildings in this period is illustrated by the five properties which include first floor shops with second floor residential flats.

Post World War II construction only accounts for just twenty six percent of the commercial properties within the new APE. Most of these buildings were constructed in already-developed commercial areas along the main transportation corridors and represent infill or replacement of nineteenth and early twentieth century residential or commercial buildings. One building from this time period was an earlier building moved to the site to create a denser urban fabric.

Generally, the style and construction of these buildings are typical of commercial construction found in cities throughout the United States. The vast majority are one and two stories in height and utilized wood-frame and/or masonry (brick or concrete block) construction, with some use of reinforced concrete in the latter period. These buildings were clad in wood and stucco siding. Two buildings, both constructed as mortuaries (Map Reference Nos. 4 and 7), have a high level of architectural styling. They illustrate two different styles, Tudor Revival and Beaux Arts, both, popular styles of the 1920s.
and 1930s. The emphasis on architectural style befits their role in people’s lives. The other commercial properties lack the attention to style. While the early twentieth century buildings use modest elements of Art Deco (Map Reference No. 19), Spanish Revival (Map Reference No. 5), and Neo Classical (Map Reference 23) architecture they lack the full expression of these styles. A large number of these have been so heavily modified that they no longer convey an integrated design. These typically are unified by characteristics of one and two-part commercial block buildings, often referred to as early twentieth century commercial style, and comprise the bulk of this building type. The remaining commercial buildings also utilize the one- and two-block composition; however, indicators of architectural styling are less prevalent. Early post-World War II examples use earlier styles including Spanish revival (Map Reference No. 9) others include International styling (Map Reference No. 11).

3.2. Residential

Only two properties studied for this addendum are residential and constructed in the 1940s. One of these includes both a residential building and commercial building on the same parcel (Map Reference No. 18). This is distinct from the earlier commercial development that included residential and commercial uses in a single building. The separation of the buildings makes the residential unit much more similar to the other multi-family property in the addendum APE. These two story frame buildings were built in the 1940s for multifamily housing. Both include modest architectural detailing and are modest examples of the Spanish Eclectic (Map Reference No. 2) and Monterey (map Reference No. 18) styles.

3.3. Miscellaneous

The remaining two survey population properties do not fall into the above categories. This includes Shuey Creamery (Map Reference No. 1), a terra cotta brick building in a mix or Art Deco and Spanish Colonial styles, and a Caltrans Highway Maintenance Yard (Map Reference No. 8) from 1920 with utilitarian buildings. While both industrial in nature the creamery nestled in a more residential neighborhood has more distinctive architecture and less industrial feel.
4. RESOURCE SIGNIFICANCE

4.1. Application of National Register and California Register Criteria

The eligibility criteria for listing in the National Register of Historic Places are codified in 36 CFR Part 60. They are further expanded upon in numerous guidelines published by the Keeper of the National Register. Eligibility to the National Register of Historic Places rests on twin factors: significance and integrity. A property must have both significance and integrity to be considered eligible for listing on the National Register. Loss of integrity, if sufficiently great, will overwhelm the historical significance of a resource and render it ineligible. Likewise, a resource can have complete integrity, but if it lacks significance, it must also be considered ineligible.

Integrity is determined through application of seven factors: location, design, setting, workmanship, materials, feeling, and association. These seven can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship, as they apply to historic buildings, relate to construction methods and architectural details. Feeling and association are the least objective of the seven criteria, pertaining to the overall ability of the property to convey a sense of the historical time and place in which it was constructed.

Historical significance is judged by application of four criteria, denominated A through D:

- **Criterion A**: association with “events that have made a significant contribution to the broad patterns of our history”
- **Criterion B**: association with “the lives of persons significant in our past”
- **Criterion C**: resources “that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction”
- **Criterion D**: resources “that have yielded, or may be likely to yield, information important to history or prehistory.”

To apply these criteria, it is necessary to address both significance and integrity because the period of significance establishes the baseline or standard against which integrity is measured. In addition, a resource must be at least 50 years old in order to

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3 This category is largely applied to archeological sites and, therefore, is not used in the evaluation of most historic architectural resources.
be eligible to the National Register, unless it meets specific and exacting criteria for special significance.

The eligibility criteria for listing a property in the California Register closely parallel that of the National Register of Historic Places. CEQA requires consideration of the possible impacts to and the evaluation of historic resources using the criteria set forth by the California Register of Historic Resources (CRHR). Each resource must be determined to be significant under the local, state, or national level under one of four criteria, paraphrased below, in order to be determined eligible:

- **Criterion 1:** Resources associated with important events that have made a significant contribution to the broad patterns of our history.

- **Criterion 2:** Resources associated with the lives of persons important to our past.

- **Criterion 3:** Resources that embody the distinctive characteristics of a type, period, or method of construction, or represents the work of a master.

- **Criterion 4:** Resources that have yielded, or may be likely to yield, information important in prehistory or history.\(^4\)

### 4.2. Summary of National Register and CEQA Eligibility Status in the New APE

Of the 23 survey population resources within the new APE, ten were taken into account in one or more previous inventory and evaluation surveys. This survey has included a field check of all previously evaluated resources, and JRP has prepared the appropriate recordation documents, either an update or a completely new DPR 523 form, to verify current conditions and previous evaluations. No survey population properties are listed in the National Register (and therefore automatically listed on the California Register). However, the California State Office of Historic Preservation has determined the eligibility of one property. See Table 1 (Section 5) for a list of properties listed in or previously determined eligible for listing in the National Register. Table 2 lists the two properties that appear to be eligible for listing in the National Register. One survey population resources appear to be historical resources for the purposes of CEQA but do not appear to meet the criteria for listing in the National Register (Table 3) while the remaining 19 resources, shown in Table 4, do not appear to be eligible for the National Register.

### 4.3. General Discussion of Historical Significance of Properties in the New APE

As noted earlier, the addendum APE for this project includes an area that extends from northern Oakland, in northwestern Alameda County, south through San Leandro. All of the four survey population properties that are listed, determined eligible or appear to be

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\(^4\) This category is largely applied to archeological sites and, therefore, is not used in the evaluation of most historic architectural resources; California Public Resources Code, Sections 4850 through 4858; California Office of Historic Preservation, “Instructions for Nominating Historical Resources to the California Register of Historical Resources,” August 1997.
eligible for the National Register are located within Oakland. Two properties (Map Reference Nos. 4 and 10) are included on the City of Oakland’s Local Register of Historical Resources. All but one, the Grant D. Miller Mortuary at 2368-2372 International Boulevard (Map Reference No. 7), were identified and thoroughly evaluated in previous surveys. The current survey verified the previous survey and completed the evaluation for the mortuary. Below is a brief summary of the eligibility of these four historic properties.

**Map Reference No. 1** 5960-5976 Telegraph Avenue
The Shuey Creamery was constructed in 1931 and is a historical resource under CEQA. The building is locally significant for its design combining Art Deco and Spanish Colonial architecture. The property is not eligible for the National Register or California Register.

![Shuey Creamery (Map Reference No. 1)](image)

**Map Reference No. 4** 2850 Telegraph Avenue
Grant D. Miller Cathedral Chapel, built in 1931, is eligible for the National Register at the local level under Criteria A and C (California Register Criteria 1 and 3) for its association with funerary practices and period revival architecture.

![Grant D. Miller Cathedral Chapel (Map Reference No. 4)](image)
Map Reference No. 7  
2368-2378 International Boulevard

The Grant D. Miller Mortuary is a complex building constructed between 1923 and 1938. The main portion of the building, constituting main façade along International Boulevard and approximately 125 feet deep, appears eligible for the National Register (and California Register) under Criteria C(3), as an example of Beaux Arts architecture designed by Charles Miller and Carl Warneke. The main building is eligible at the local level and the period of significance is 1935-1938 when the redesign in the Beaux Arts style was complete. This property is also a contributor to the local 23rd Avenue Commercial District, an Oakland Area of Secondary Importance.

Map Reference No. 10  
3221 San Leandro Street

The Fruitvale Hotel constructed in 1894-1895 is eligible for listing in the National Register and California Register under Criteria a (1) and C (3) for its association with local development patterns and example of a small hotel or lodging house. The property is defined by the building’s footprint and is significant at the local level for the period 1850-1948.
The remaining 19 resources that do not appear to meet the criteria for listing in the National Register or California Register make up the largest component of the survey population. These resources do not appear to have important associations within the historical context in which they were constructed and used. None appear to have important associations with trends, events or patterns of development within Oakland (Criterion A), nor did they appear to be associated with persons who made important contributions to local, state, or national history (Criterion B). Architecturally, none of these resources appear to embody distinctive characteristics of a type, period, or method of construction, appear to possess high artistic value, nor do they appear to be the work of a master. It does not appear that any of these properties together represent a cohesive or intact group of resources with historic integrity that would constitute a historic district (Criterion C). Furthermore, none of these properties appear to be important for their information potential (Criterion D).

Most of these 19 properties also suffered from a lack of historic integrity as a result of alterations. At a minimum these changes often included replacement of windows and siding, which were often completed over a period of years. Others were dramatically changed through additions or substantial remodeling. These resources are listed in Table 4 (Section 6). See Appendix C for local preservation elements for the City of Oakland.
5. FINDINGS AND CONCLUSIONS

Of the 31 parcels within the new APE for this project, there are 23 that contain historic-era resources. These resources constitute the survey population for this report. Of the 23, three have been determined eligible for, or appear eligible for listing in the National Register and are also considered to be historical resources for the purposes of CEQA. One additional property within the addendum APE does not appear to be eligible for the National Register, but does appear to be historical resources for the purposes of CEQA. The remaining 19 resources do not appear to be eligible for the National Register. The following tables summarize the conclusions of this report:

Table 1: Properties listed in or previously determined eligible for listing in the National Register.

<table>
<thead>
<tr>
<th>Map Reference No.</th>
<th>APN</th>
<th>Address</th>
<th>Year Built</th>
<th>City</th>
<th>CHRS Code</th>
<th>CEQA Resource</th>
<th>Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>033-2189-001</td>
<td>3221 San Leandro Street</td>
<td>1894-1895</td>
<td>Oakland</td>
<td>2S2</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

Table 2: Properties that appear to be eligible for listing in the National Register.

<table>
<thead>
<tr>
<th>Map Reference No.</th>
<th>APN</th>
<th>Address</th>
<th>Year Built</th>
<th>City</th>
<th>CHRS Code</th>
<th>CEQA Resource</th>
<th>Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>04</td>
<td>009-0688-015</td>
<td>2850 Telegraph Ave</td>
<td>1931</td>
<td>Oakland</td>
<td>3S</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>07</td>
<td>020-0153-016-01</td>
<td>2368-2378 International Blvd</td>
<td>1923, 1935-1938</td>
<td>Oakland</td>
<td>3S</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

Table 3: Properties that do not appear eligible for listing in the National Register but are of local interest.

<table>
<thead>
<tr>
<th>Map Reference No.</th>
<th>APN</th>
<th>Address</th>
<th>Year Built</th>
<th>City</th>
<th>CHRS Code</th>
<th>CEQA Resource</th>
<th>Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>016-1387-016</td>
<td>5960-5976 Telegraph Ave</td>
<td>1931</td>
<td>Oakland</td>
<td>5S2, 6Z</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

5 Office of Historic Preservation (OHP), California Historical Resources Information System, Alameda County (October 2009). California Historical Resource Status Code (CHRS Code) descriptions: 1S: individual property listed in the National Register by the Keeper – listed in California Register; 2S2: individual property determined eligible for listing in the National Register by a consensus through Section 106 process – listed in the California Register.

6 Office of Historic Preservation (OHP), CHRS Code descriptions: 3S: appears eligible for the California Register as an individual property.

7 Office of Historic Preservation (OHP). CHRS Code descriptions: 5B: locally significant (listed, eligible or appears eligible) both individually and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible; 5D2: appears to be a contributor to a district that appears eligible for local listing or designation; 5S2: individual property that is eligible for local listing or designation; 6Z: found ineligible for National Register, California Register, or local designation.
### Table 4: Properties that do not appear eligible for listing in the National Register, are not of local interest, and do not appear to be historical resources for the purposes of CEQA.

<table>
<thead>
<tr>
<th>Map Reference No.</th>
<th>APN</th>
<th>Address</th>
<th>Year Built</th>
<th>City</th>
<th>CHRS Code</th>
<th>CEQA Resource</th>
<th>Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>015-1383-011-01</td>
<td>5960-5978 Racine Street</td>
<td>1942, 1943</td>
<td>Oakland</td>
<td>6Z</td>
<td></td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>013-1098-029</td>
<td>4308-4316 Telegraph Ave</td>
<td>1922</td>
<td>Oakland</td>
<td>6Z</td>
<td>✔️</td>
<td></td>
</tr>
<tr>
<td>05</td>
<td>009-0697-004</td>
<td>2801-2811 Telegraph Ave</td>
<td>1916</td>
<td>Oakland</td>
<td>6Z</td>
<td></td>
<td></td>
</tr>
<tr>
<td>06</td>
<td>020-0105-004</td>
<td>2345 International Blvd</td>
<td>1956</td>
<td>Oakland</td>
<td>6Z</td>
<td></td>
<td></td>
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<tr>
<td>08</td>
<td>025-0693-007-02</td>
<td>1045 Derby Ave</td>
<td>1920</td>
<td>Oakland</td>
<td>6Z</td>
<td></td>
<td></td>
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<tr>
<td>09</td>
<td>025-0692-005</td>
<td>1001 Fruitvale Ave</td>
<td>1957/1976</td>
<td>Oakland</td>
<td>6Z</td>
<td>✔️</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>025-0719-007-01</td>
<td>3050 International Blvd</td>
<td>1945/1996</td>
<td>Oakland</td>
<td>6Z</td>
<td>✔️</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>033-2156-001</td>
<td>3901 International Blvd</td>
<td>1928</td>
<td>Oakland</td>
<td>6Z</td>
<td>✔️</td>
<td></td>
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<tr>
<td>13</td>
<td>035-2356-015</td>
<td>4416-4418 International Blvd</td>
<td>1925/1935</td>
<td>Oakland</td>
<td>6Z</td>
<td>✔️</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>035-2356-014</td>
<td>4428-4432 International Blvd</td>
<td>1900c./1923</td>
<td>Oakland</td>
<td>6Z</td>
<td></td>
<td></td>
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<tr>
<td>15</td>
<td>034-2252-003-01</td>
<td>4425-4431 International Blvd</td>
<td>1947</td>
<td>Oakland</td>
<td>6Z</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>039-3243-032</td>
<td>6434 International Blvd</td>
<td>Moved in 1949</td>
<td>Oakland</td>
<td>6Z</td>
<td></td>
<td></td>
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<tr>
<td>17</td>
<td>039-3245-039</td>
<td>6500 International Blvd</td>
<td>1910</td>
<td>Oakland</td>
<td>6Z</td>
<td></td>
<td></td>
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<tr>
<td>18</td>
<td>040-3321-037</td>
<td>7602-7618 International Blvd</td>
<td>1944, 1946</td>
<td>Oakland</td>
<td>6Z</td>
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<tr>
<td>19</td>
<td>040-3355-056</td>
<td>7700-7704 International Blvd</td>
<td>1923</td>
<td>Oakland</td>
<td>6Z</td>
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<tr>
<td>20</td>
<td>046-5424-023</td>
<td>9616-9628 International Blvd</td>
<td>1905-1912/1979</td>
<td>Oakland</td>
<td>6Z</td>
<td></td>
<td></td>
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<tr>
<td>21</td>
<td>044-4969-006</td>
<td>9625-9629 International Blvd</td>
<td>1936</td>
<td>Oakland</td>
<td>6Z</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>044-4969-007</td>
<td>9631-9633 International Blvd</td>
<td>1905-1912</td>
<td>Oakland</td>
<td>6Z</td>
<td></td>
<td></td>
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<tr>
<td>23</td>
<td>044-4969-008</td>
<td>9635-9637 International Blvd</td>
<td>1915</td>
<td>Oakland</td>
<td>6Z</td>
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</tr>
</tbody>
</table>

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