Draft

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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**International Boulevard Off-Street Parking Mitigation**
Possible Community Parking Lot Locations for New or Shared-use Public Parking

- 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.
- Ritmo Latino 51 building at 3340 International Boulevard, 37 total spaces.
- Parking lot behind the Family Depot building at 3444 International Boulevard, 32 total spaces.

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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 a 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 19\textsuperscript{th} or early 20\textsuperscript{th} 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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