Appendix A
Air Quality Modeling Assumptions and Calculations

Table 1. Offroad Assumptions

Phase	Equipment	#/day	Hrs/Day	Days	Year	HP	LF	Pounds/day						MT/Year			
								ROG	NOX	CO	PM10	PM2.5	SO2	CO2	CH4	N2O	CO2e
Phase 1 (Jan-Jun 2016)																	
1a. Demolition	Dump Trucks	1	8	20	2016	400	0.38	0.94	10.85	5.05	0.41	0.38	0.01	12.40	0.00	0.00	13
	Air Compressors	1	8	20	2016	78	0.42	0.96	2.91	3.34	0.24	0.24	0.00	2.98	0.00	0.00	3
	Generators	1	8	20	2016	84	0.42	0.36	2.74	2.16	0.19	0.19	0.00	3.21	0.00	0.00	3
	Backhoe	1	8	20	2016	98	0.37	0.34	3.29	2.44	0.25	0.23	0.00	2.97	0.00	0.00	3
	Crane	1	8	10	2016	226	0.29	0.72	8.53	2.98	0.39	0.36	0.01	2.66	0.00	0.00	3
1b. Foundation/Footing/ Stairwell	Dump Trucks	1	8	20	2016	400	0.38	0.94	10.85	5.05	0.41	0.38	0.01	12.40	0.00	0.00	13
	Air Compressors	1	8	20	2016	78	0.42	0.96	2.91	3.34	0.24	0.24	0.00	2.98	0.00	0.00	3
	Generators	1	8	40	2016	84	0.42	0.36	2.74	2.16	0.19	0.19	0.00	6.42	0.00	0.00	6
	Backhoe	1	8	20	2016	98	0.37	0.34	3.29	2.44	0.25	0.23	0.00	2.97	0.00	0.00	3
	Crane	1	8	10	2016	226	0.29	0.72	8.53	2.98	0.39	0.36	0.01	2.66	0.00	0.00	3
	Concrete Mixers	1	8	10	2016	9	0.42	0.04	0.28	0.23	0.01	0.01	0.00	0.17	0.00	0.00	0
1c. Headhouse/Glazing/ Lighting/Landscaping	Dump Trucks	1	8	20	2016	400	0.38	0.94	10.85	5.05	0.41	0.38	0.01	12.40	0.00	0.00	13
	Air Compressors	1	8	40	2016	78	0.42	0.96	2.91	3.34	0.24	0.24	0.00	5.96	0.00	0.00	6
	Generators	1	8	60	2016	84	0.42	0.36	2.74	2.16	0.19	0.19	0.00	9.62	0.00	0.00	10
	Backhoe	1	8	60	2016	98	0.37	0.34	3.29	2.44	0.25	0.23	0.00	8.90	0.00	0.00	9
	Crane	1	8	30	2016	226	0.29	0.72	8.53	2.98	0.39	0.36	0.01	7.98	0.00	0.00	8
	Concrete Mixers	1	8	10	2016	9	0.42	0.04	0.28	0.23	0.01	0.01	0.00	0.17	0.00	0.00	0
	Welders	1	8	10	2016	46	0.42	0.52	1.68	1.84	0.13	0.13	0.00	0.88	0.00	0.00	1
Phase 2 (Jan-Mar 2017)																	
2a. Demolition	Dump Trucks	1	8	20	2017	400	0.38	0.87	9.83	4.69	0.37	0.34	0.01	12.19	0.00	0.00	12
	Air Compressors	1	8	20	2017	78	0.42	0.86	2.81	3.24	0.21	0.21	0.00	2.98	0.00	0.00	3
	Generators	1	8	20	2017	84	0.42	0.32	2.53	2.14	0.17	0.17	0.00	3.21	0.00	0.00	3
	Backhoe	1	8	20	2017	98	0.37	0.32	3.08	2.42	0.23	0.21	0.00	2.92	0.00	0.00	3
2b. Foundation/Footing	Dump Trucks	1	8	10	2017	400	0.38	0.87	9.83	4.69	0.37	0.34	0.01	6.10	0.00	0.00	6
	Air Compressors	1	8	10	2017	78	0.42	0.86	2.81	3.24	0.21	0.21	0.00	1.49	0.00	0.00	2
	Generators	1	8	15	2017	84	0.42	0.32	2.53	2.14	0.17	0.17	0.00	2.41	0.00	0.00	2
	Backhoe	1	8	15	2017	98	0.37	0.32	3.08	2.42	0.23	0.21	0.00	2.19	0.00	0.00	2
	Concrete Mixers	1	8	10	2017	9	0.42	0.04	0.28	0.23	0.01	0.01	0.00	0.17	0.00	0.00	0
2c. Structures	Dump Trucks	1	8	10	2017	400	0.38	0.87	9.83	4.69	0.37	0.34	0.01	6.10	0.00	0.00	6
	Air Compressors	1	8	10	2017	78	0.42	0.86	2.81	3.24	0.21	0.21	0.00	1.49	0.00	0.00	2
	Generators	1	8	15	2017	84	0.42	0.32	2.53	2.14	0.17	0.17	0.00	2.41	0.00	0.00	2
	Backhoe	1	8	15	2017	98	0.37	0.32	3.08	2.42	0.23	0.21	0.00	2.19	0.00	0.00	2
	Crane	1	8	10	2017	226	0.29	0.65	7.69	2.76	0.34	0.32	0.01	2.62	0.00	0.00	3
	Concrete Mixers	1	8	5	2017	9	0.42	0.04	0.28	0.23	0.01	0.01	0.00	0.09	0.00	0.00	0
	Welders	1	8	10	2017	46	0.42	0.47	1.62	1.79	0.12	0.12	0.00	0.88	0.00	0.00	1

2d. Plaza/Bus Pad	Dump Trucks	1	8	20	2017	400	0.38	0.87	9.83	4.69	0.37	0.34	0.01	12.19	0.00	0.00	12
	Air Compressors	1	8	10	2017	78	0.42	0.86	2.81	3.24	0.21	0.21	0.00	1.49	0.00	0.00	2
	Generators	1	8	40	2017	84	0.42	0.32	2.53	2.14	0.17	0.17	0.00	6.42	0.00	0.00	6
	Backhoe	1	8	20	2017	98	0.37	0.32	3.08	2.42	0.23	0.21	0.00	2.92	0.00	0.00	3
	Concrete Mixers	1	8	10	2017	9	0.42	0.04	0.28	0.23	0.01	0.01	0.00	0.17	0.00	0.00	0
Phase 3 (Jan-Mar 2017)																	
3a. Demolition	Dump Trucks	1	8	20	2017	400	0.38	0.87	9.83	4.69	0.37	0.34	0.01	12.19	0.00	0.00	12
	Air Compressors	1	8	15	2017	78	0.42	0.86	2.81	3.24	0.21	0.21	0.00	2.23	0.00	0.00	2
	Generators	1	8	20	2017	84	0.42	0.32	2.53	2.14	0.17	0.17	0.00	3.21	0.00	0.00	3
	Backhoe	1	8	15	2017	98	0.37	0.32	3.08	2.42	0.23	0.21	0.00	2.19	0.00	0.00	2
3b. Structures	Dump Trucks	1	8	10	2017	400	0.38	0.87	9.83	4.69	0.37	0.34	0.01	6.10	0.00	0.00	6
	Generators	1	8	20	2017	84	0.42	0.32	2.53	2.14	0.17	0.17	0.00	3.21	0.00	0.00	3
	Backhoe	1	8	20	2017	98	0.37	0.32	3.08	2.42	0.23	0.21	0.00	2.92	0.00	0.00	3
	Crane	1	8	5	2017	226	0.29	0.65	7.69	2.76	0.34	0.32	0.01	1.31	0.00	0.00	1
	Concrete Mixers	1	8	5	2017	9	0.42	0.04	0.28	0.23	0.01	0.01	0.00	0.09	0.00	0.00	0
3c. Plaza/ Landscape	Dump Trucks	1	8	10	2017	400	0.38	0.87	9.83	4.69	0.37	0.34	0.01	6.10	0.00	0.00	6
	Generators	1	8	20	2017	84	0.42	0.32	2.53	2.14	0.17	0.17	0.00	3.21	0.00	0.00	3
	Backhoe	1	8	20	2017	98	0.37	0.32	3.08	2.42	0.23	0.21	0.00	2.92	0.00	0.00	3
	Concrete Mixers	1	8	10	2017	9	0.42	0.04	0.28	0.23	0.01	0.01	0.00	0.17	0.00	0.00	0

Table 2. Onroad Assumptions

Phase	Workers/Day	Trips/Day	Mi/ trip	Total Days	pounds per day						metric tons per year		
					ROG	NOX	CO	PM10	PM2.5	SO2	CO2	Other	CO2e
1a. Demolition	10	20	12.4	20	0.03	0.09	0.94	0.00	0.00	0.00	1.53	0.08	1.60
1b. Foundation/Footing/ Stairwell	10	20	12.4	40	0.03	0.09	0.94	0.00	0.00	0.00	3.05	0.15	3.21
1c. Headhouse/Glazing/ Lighting/Landscaping	10	20	12.4	60	0.03	0.09	0.94	0.00	0.00	0.00	4.58	0.23	4.81
2a. Demolition	10	20	12.4	20	0.03	0.08	0.83	0.00	0.00	0.00	1.47	0.07	1.54
2b. Foundation/Footing	10	20	12.4	15	0.03	0.08	0.83	0.00	0.00	0.00	1.10	0.06	1.16
2c. Structures	10	20	12.4	15	0.03	0.08	0.83	0.00	0.00	0.00	1.10	0.06	1.16
2d. Plaza/Bus Pad	10	20	12.4	40	0.03	0.08	0.83	0.00	0.00	0.00	2.94	0.15	3.09
3a. Demolition	10	20	12.4	20	0.03	0.08	0.83	0.00	0.00	0.00	1.47	0.07	1.54
3b. Structures	10	20	12.4	20	0.03	0.08	0.83	0.00	0.00	0.00	1.47	0.07	1.54
3c. Plaza/ Landscape	10	20	12.4	20	0.03	0.08	0.83	0.00	0.00	0.00	1.47	0.07	1.54

Grading, Demolition, and Road Dust Assumptions

Grading	SF Graded per Day	PM10 (lbs/day)	PM2.5 (lbs/day)
1b. Foundation/Footing/ Stairwell	600	0.14	0.03
2b. Foundation/Footing	300	0.07	0.01
3b. Structures	290	0.07	0.01

Demolition	SF Demolished per Day	PM10 (lbs/day)	PM2.5 (lbs/day)
1a. Demolition	600	0.6	0.1
2a. Demolition	300	0.3	0.0
3a. Demolition	290	0.3	0.0

Road Dust Calculation

Pollutant	Variables					Emission Factor
	k	sL	W	P	N	(lbs per VMT)
PM_{10}	0.0022	0.1	2.4	53	365	0.00064
$PM_{2.5}$	0.00054	0.1	2.4	53	365	0.00016

E = particulate emission factor (grams of particulate matter/VMT)
k = particle size multiplier (lb/VMT) *default from AP-42*
sL = roadway silt loading (g/m2) *Caleemod Default*
W = average weight of vehicles on the road (tons) *Caleemod Default*
P = number of wet days with at least 0.254mm of precipitation *Caleemod Default for Alameda County*
N = number of days in the averaging period *annual days (365)*

Phase	Daily VMT	Daily PM10	Daily PM2.5
1a. Demolition	248	0.16	0.04
1b. Foundation/Footing/ Stairwell	248	0.16	0.04
1c. Headhouse/Glazing/ Lighting/Landscaping	248	0.16	0.04
2a. Demolition	248	0.16	0.04
2b. Foundation/Footing	248	0.16	0.04
2c. Structures	248	0.16	0.04
2d. Plaza/Bus Pad	248	0.16	0.04
3a. Demolition	248	0.16	0.04
3b. Structures	248	0.16	0.04
3c. Plaza/ Landscape	248	0.16	0.04

Appendix B

U.S. Fish and Wildlife Service &
California Department of Fish and Wildlife
California Natural Diversity Database Lists

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

February 4, 2014

Document Number: 140204061909

Eric Christensen
ICF International
620 Folsom Street 2nd Floor
San Francisco, CA 94107

Subject: Species List for BART Downtown Berkeley Plaza

Dear: Mr. Christensen

We are sending this official species list in response to your February 4, 2014 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be May 05, 2014.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found here.

Endangered Species Division

TAKE PRIDE IN AMERICA

U.S. Fish & Wildlife Service
Sacramento Fish & Wildlife Office
Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the Counties and/or U.S.G.S. 7 1/2 Minute Quads you requested

Document Number: 140204061909

Database Last Updated: September 18, 2011

Quad Lists

Listed Species

Invertebrates

Speyeria callippe callippe
- callippe silverspot butterfly (E)

Fish

Acipenser medirostris
- green sturgeon (T) (NMFS)

Eucyclogobius newberryi
- tidewater goby (E)

Hypomesus transpacificus
- delta smelt (T)

Oncorhynchus kisutch
- coho salmon - central CA coast (E) (NMFS)

Oncorhynchus mykiss
- Central California Coastal steelhead (T) (NMFS)
- Central Valley steelhead (T) (NMFS)
- Critical habitat, Central California coastal steelhead (X) (NMFS)

Oncorhynchus tshawytscha
- Central Valley spring-run chinook salmon (T) (NMFS)
- Critical habitat, winter-run chinook salmon (X) (NMFS)
- winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Rana draytonii
- California red-legged frog (T)
- Critical habitat, California red-legged frog (X)

Reptiles

Masticophis lateralis euryxanthus
- Alameda whipsnake [=striped racer] (T)
- Critical habitat, Alameda whipsnake (X)

Birds

Charadrius alexandrinus nivosus
- western snowy plover (T)

Pelecanus occidentalis californicus

California brown pelican (E)

Rallus longirostris obsoletus

California clapper rail (E)

Sternula antillarum (=Sterna, =albifrons) browni

California least tern (E)

Mammals

Reithrodontomys raviventris

salt marsh harvest mouse (E)

Plants

Arctostaphylos pallida

pallid manzanita (=Alameda or Oakland Hills manzanita) (T)

Holocarpha macradenia

Critical habitat, Santa Cruz tarplant (X)

Santa Cruz tarplant (T)

Layia carnosa

beach layia (E)

Suaeda californica

California sea blite (E)

Quads Containing Listed, Proposed or Candidate Species:

RICHMOND (466A)

OAKLAND WEST (466D)

County Lists

No county species lists requested.

Key:

(E) *Endangered* - Listed as being in danger of extinction.

(T) *Threatened* - Listed as likely to become endangered within the foreseeable future.

(P) *Proposed* - Officially proposed in the Federal Register for listing as endangered or threatened.

(NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service. Consult with them directly about these species.

Critical Habitat - Area essential to the conservation of a species.

(PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.

(C) *Candidate* - Candidate to become a proposed species.

(V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.

(X) *Critical Habitat* designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, **or may be affected by** projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online Inventory of Rare and Endangered Plants.

Surveying

Some of the species on your list may not be affected by your project. A trained biologist and/or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list. See our Protocol and Recovery Permits pages.

For plant surveys, we recommend using the Guidelines for Conducting and Reporting Botanical Inventories. The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

> Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal consultation with the Service.

  During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

  Should your survey determine that federally listed or proposed species occur in the area and are

likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our Map Room page.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern

The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. More info

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6520.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be May 05, 2014.

CALIFORNIA DEPARTMENT OF FISH and WILDLIFE **RareFind**

Query Summary:
Quad IS (Oakland West (3712273) OR Richmond (3712283))

Print Close

CNDDB Element Query Results

Scientific Name	Common Name	Element Code	Total Occs	Returned Occs	Federal Status	State Status	Global Rank	State Rank	CA Rare Plant Rank	Other Status	Habitats
Arctostaphylos pallida	pallid manzanita	PDERI04110	9	1	Threatened	Endangered	G1	S1	1B.1	null	Broadleaved upland forest | Chaparral | Cismontane woodland | Closed-cone coniferous forest | Coastal scrub
Chloropyron maritimum ssp. palustre	Point Reyes salty bird's-beak	PDSCR0J0C3	61	2	None	None	G4?T2	S2	1B.2	BLM_S-Sensitive	Marsh & swamp | Salt marsh | Wetland
Danaus plexippus	monarch butterfly	IILEPP2010	334	5	None	None	G5	S3	null	null	Closed-cone coniferous forest
Lasiurus cinereus	hoary bat	AMACC05030	235	3	None	None	G5	S4?	null	IUCN_LC-Least Concern | WBWG_M-Medium Priority	Broadleaved upland forest | Cismontane woodland | Lower montane coniferous forest | North coast coniferous forest
Sorex vagrans halicoetes	salt-marsh wandering shrew	AMABA01071	12	2	None	None	G5T1	S1	null	CDFW_SSC-Species of Special Concern	Marsh & swamp | Wetland
Accipiter cooperii	Cooper's hawk	ABNKC12040	102	1	None	None	G5	S3	null	CDFW_WL-Watch List | IUCN_LC-Least Concern	Cismontane woodland | Riparian forest | Riparian woodland | Upper montane coniferous forest
Archoplites interruptus	Sacramento perch	AFCQB07010	5	2	None	None	G2G3	S1	null	AFS_TH-Threatened | CDFW_SSC-Species of Special Concern	Aquatic | Sacramento/San Joaquin flowing waters | Sacramento/San Joaquin standing waters
Atriplex joaquinana	San Joaquin spearscale	PDCHE041F3	109	1	None	None	G2	S2	1B.2	BLM_S-Sensitive	Alkali playa | Chenopod scrub | Meadow & seep | Valley & foothill grassland
Calystegia purpurata ssp. saxicola	coastal bluff morning-glory	PDCON040D2	30	1	None	None	G4T2T3	S2S3	1B.2	null	Coastal bluff scrub | Coastal dunes | Coastal scrub | North coast coniferous forest
Chorizanthe cuspidata var. cuspidata	San Francisco Bay spineflower	PDPGN04081	20	1	None	None	G2T2	S2.2	1B.2	null	Coastal bluff scrub | Coastal dunes | Coastal prairie | Coastal scrub
Dirca occidentalis	western leatherwood	PDTHY03010	52	3	None	None	G2G3	S2S3	1B.2	null	Broadleaved upland forest | Chaparral | Cismontane woodland | Closed-cone coniferous forest | North coast coniferous forest | Riparian forest | Riparian woodland
Northern Coastal Salt Marsh	Northern Coastal Salt Marsh	CTT52110CA	53	4	None	None	G3	S3.2	null	null	Marsh & swamp | Wetland
Northern Maritime Chaparral	Northern Maritime Chaparral	CTT37C10CA	17	1	None	None	G1	S1.2	null	null	Chaparral
Astragalus tener var. tener	alkali milk-vetch	PDFAB0F8R1	65	3	None	None	G2T2	S2	1B.2	null	Alkali playa | Valley & foothill grassland | Vernal pool | Wetland

Helminthoglypta nickliniana bridgesi	Bridges' coast range shoulderband	IMGASC2362	6	3	None	None	G3T1	S1	null	IUCN_DD-Data Deficient	Valley & foothill grassland
Holocarpha macradenia	Santa Cruz tarplant	PDAST4X020	37	12	Threatened	Endangered	G1	S1	1B.1	null	Coastal prairie | Coastal scrub | Valley & foothill grassland
Leptosiphon rosaceus	rose leptosiphon	PDPLM09180	25	1	None	None	G1	S1	1B.1	null	Coastal bluff scrub
Phalacrocorax auritus	double-crested cormorant	ABNFD01020	37	1	None	None	G5	S3	null	CDFW_WL-Watch List | IUCN_LC-Least Concern	Riparian forest | Riparian scrub | Riparian woodland
Rana draytonii	California red-legged frog	AAABH01022	1335	1	Threatened	None	G2G3	S2S3	null	CDFW_SSC-Species of Special Concern | IUCN_VU-Vulnerable	Aquatic | Artificial flowing waters | Artificial standing waters | Freshwater marsh | Marsh & swamp | Riparian forest | Riparian scrub | Riparian woodland | Sacramento/San Joaquin flowing waters | Sacramento/San Joaquin standing waters | South coast flowing waters | South coast standing waters | Wetland
Sternula antillarum browni	California least tern	ABNNM08103	67	1	Endangered	Endangered	G4T2T3Q	S2S3	null	ABC_WLBCC-Watch List of Birds of Conservation Concern | CDFW_FP-Fully Protected	Alkali playa | Wetland
Amsinckia lunaris	bent-flowered fiddleneck	PDBOR01070	64	3	None	None	G2?	S2?	1B.2	BLM_S-Sensitive	Cismontane woodland | Valley & foothill grassland
Eucyclogobius newberryi	tidewater goby	AFCQN04010	117	2	Endangered	None	G3	S2S3	null	AFS_EN-Endangered | CDFW_SSC-Species of Special Concern | IUCN_VU-Vulnerable	Aquatic | Klamath/North coast flowing waters | Sacramento/San Joaquin flowing waters | South coast flowing waters
Masticophis lateralis euryxanthus	Alameda whipsnake	ARADB21031	145	3	Threatened	Threatened	G4T2	S2	null	null	Chaparral | Cismontane woodland | Coastal scrub | Valley & foothill grassland
Scapanus latimanus parvus	Alameda Island mole	AMABB02031	8	7	None	None	G5T1Q	S1	null	CDFW_SSC-Species of Special Concern	Valley & foothill grassland
Spirinchus thaleichthys	longfin smelt	AFCHB03010	45	3	Candidate	Threatened	G5	S1	null	CDFW_SSC-Species of Special Concern	Aquatic | Estuary
Trachusa gummifera	San Francisco Bay Area leaf-cutter bee	IIHYM80010	2	1	None	None	G1	S1	null	null	null
California macrophylla	round-leaved filaree	PDGER01070	155	1	None	None	G2	S2	1B.1	BLM_S-Sensitive	Cismontane woodland | Valley & foothill grassland
Carex comosa	bristly sedge	PMCYP032Y0	29	1	None	None	G5	S2	2B.1	null	Freshwater marsh | Marsh & swamp | Wetland
Elanus leucurus	white-tailed kite	ABNKC06010	158	2	None	None	G5	S3	null	BLM_S-Sensitive | CDFW_FP-Fully Protected | IUCN_LC-Least Concern	Cismontane woodland | Marsh & swamp | Riparian woodland | Valley & foothill grassland | Wetland
Fritillaria liliacea	fragrant fritillary	PMLIL0V0C0	69	4	None	None	G2	S2	1B.2	USFS_S-Sensitive	Coastal prairie | Coastal scrub | Ultramafic | Valley & foothill grassland
Layia carnosa	beach layia	PDAST5N010	22	1	Endangered	Endangered	G2	S2	1B.1	null	Coastal dunes | Coastal scrub
Melospiza melodia pusillula	Alameda song sparrow	ABPBXA301S	38	8	None	None	G5T2?	S2?	null	CDFW_SSC-Species of Special Concern | USFWS_BCC-	Salt marsh

Nycticorax nycticorax	black-crowned night heron	ABNGA11010	25	1	None	None	G5	S3	null	Birds of Conservation Concern IUCN_LC-Least Concern	Marsh & swamp | Riparian forest | Riparian woodland | Wetland
Polygonum marinense	Marin knotweed	PDPGN0L1C0	32	1	None	None	G2Q	S2	3.1	null	Brackish marsh | Marsh & swamp | Salt marsh | Wetland
Trifolium hydrophilum	saline clover	PDFAB400R5	49	5	None	None	G2	S2	1B.2	null	Marsh & swamp | Valley & foothill grassland | Vernal pool | Wetland
Valley Needlegrass Grassland	Valley Needlegrass Grassland	CTT42110CA	45	1	None	None	G3	S3.1	null	null	Valley & foothill grassland
Antrozous pallidus	pallid bat	AMACC10010	402	4	None	None	G5	S3	null	BLM_S-Sensitive | CDFW_SSC-Species of Special Concern | IUCN_LC-Least Concern | USFS_S-Sensitive | WBWG_H-High Priority	Chaparral | Coastal scrub | Desert wash | Great Basin grassland | Great Basin scrub | Mojavean desert scrub | Riparian woodland | Sonoran desert scrub | Upper montane coniferous forest | Valley & foothill grassland
Athene cunicularia	burrowing owl	ABNSB10010	1848	1	None	None	G4	S2	null	BLM_S-Sensitive | CDFW_SSC-Species of Special Concern | IUCN_LC-Least Concern | USFWS_BCC-Birds of Conservation Concern	Coastal prairie | Coastal scrub | Great Basin grassland | Great Basin scrub | Mojavean desert scrub | Sonoran desert scrub | Valley & foothill grassland
Circus cyaneus	northern harrier	ABNKC11010	43	1	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern | IUCN_LC-Least Concern	Coastal scrub | Great Basin grassland | Marsh & swamp | Riparian scrub | Valley & foothill grassland | Wetland
Geothlypis trichas sinuosa	saltmarsh common yellowthroat	ABPBX1201A	111	1	None	None	G5T2	S2	null	CDFW_SSC-Species of Special Concern | USFWS_BCC-Birds of Conservation Concern	Marsh & swamp
Hydroprogne caspia	Caspian tern	ABNNM08020	3	1	None	None	G5	S4	null	IUCN_LC-Least Concern | USFWS_BCC-Birds of Conservation Concern	null
Reithrodontomys raviventris	salt-marsh harvest mouse	AMAFF02040	137	3	Endangered	Endangered	G1G2	S1S2	null	CDFW_FP-Fully Protected | IUCN_EN-Endangered	Marsh & swamp | Wetland
Tryonia imitator	mimic tryonia (=California brackishwater snail)	IMGASJ7040	39	1	None	None	G2G3	S2S3	null	IUCN_DD-Data Deficient	Aquatic | Brackish marsh | Estuary | Lagoon | Marsh & swamp | Salt marsh | Wetland
Ambystoma californiense	California tiger salamander	AAAAA01180	1086	1	Threatened	Threatened	G2G3	S2S3	null	CDFW_SSC-Species of Special Concern | IUCN_VU-Vulnerable	Cismontane woodland | Meadow & seep | Riparian woodland | Valley & foothill grassland | Vernal pool | Wetland
Chorizanthe robusta var. robusta	robust spineflower	PDPGN040Q2	22	1	Endangered	None	G2T1	S1	1B.1	BLM_S-Sensitive	Cismontane woodland | Coastal bluff scrub | Coastal dunes
Cicindela hirticollis gravida	sandy beach tiger beetle	IICOL02101	34	1	None	None	G5T2	S1	null	null	Coastal dunes

Egretta thula	snowy egret	ABNGA06030	15	1	None	None	G5	S4	null	IUCN_LC-Least Concern	Marsh & swamp | Meadow & seep | Riparian forest | Riparian woodland | Wetland
Emys marmorata	western pond turtle	ARAAD02030	1137	3	None	None	G3G4	S3	null	BLM_S-Sensitive | CDFW_SSC-Species of Special Concern | IUCN_VU-Vulnerable | USFS_S-Sensitive	Aquatic | Artificial flowing waters | Klamath/North coast flowing waters | Klamath/North coast standing waters | Marsh & swamp | Sacramento/San Joaquin flowing waters | Sacramento/San Joaquin standing waters | South coast flowing waters | South coast standing waters | Wetland
Hoita strobilina	Loma Prieta hoita	PDFAB5Z030	30	1	None	None	G2	S2	1B.1	null	Chaparral | Cismontane woodland | Riparian woodland | Ultramafic
Horkelia cuneata var. sericea	Kellogg's horkelia	PDROS0W043	38	2	None	None	G4T2	S2?	1B.1	USFS_S-Sensitive	Chaparral | Closed-cone coniferous forest | Coastal dunes | Coastal scrub
Lasionycteris noctivagans	silver-haired bat	AMACC02010	138	1	None	None	G5	S3S4	null	IUCN_LC-Least Concern | WBWG_M-Medium Priority	Lower montane coniferous forest | Oldgrowth | Riparian forest
Laterallus jamaicensis coturniculus	California black rail	ABNME03041	241	4	None	Threatened	G4T1	S1	null	ABC_WLBCC-Watch List of Birds of Conservation Concern | BLM_S-Sensitive | CDFW_FP-Fully Protected | IUCN_NT-Near Threatened | USFWS_BCC-Birds of Conservation Concern	Brackish marsh | Freshwater marsh | Marsh & swamp | Salt marsh | Wetland
Melospiza melodia samuelis	San Pablo song sparrow	ABPBXA301W	41	4	None	None	G5T2?	S2?	null	CDFW_SSC-Species of Special Concern | USFWS_BCC-Birds of Conservation Concern	Salt marsh
Microcina leei	Lee's micro-blind harvestman	ILARA47040	2	1	None	None	G1	S1	null	null	Valley & foothill grassland
Microtus californicus sanpabloensis	San Pablo vole	AMAFF11034	8	7	None	None	G5T1T2	S1S2	null	CDFW_SSC-Species of Special Concern	Marsh & swamp | Valley & foothill grassland | Wetland
Plagiobothrys chorisianus var. chorisianus	Choris' popcornflower	PDBOR0V061	12	1	None	None	G3T2Q	S2.2	1B.2	null	Chaparral | Coastal prairie | Coastal scrub
Rallus longirostris obsoletus	California clapper rail	ABNME05016	92	6	Endangered	Endangered	G5T1	S1	null	ABC_WLBCC-Watch List of Birds of Conservation Concern | CDFW_FP-Fully Protected	Brackish marsh | Marsh & swamp | Salt marsh | Wetland
Xanthocephalus xanthocephalus	yellow-headed blackbird	ABPBXB3010	11	1	None	None	G5	S3S4	null	CDFW_SSC-Species of Special Concern | IUCN_LC-Least Concern	Marsh & swamp | Wetland
Gilia capitata ssp. chamissonis	blue coast gilia	PDPLM040B3	29	1	None	None	G5T2	S2.1	1B.1	null	Coastal dunes | Coastal scrub
Helianthella castanea	Diablo helianthella	PDAST4M020	96	3	None	None	G2	S2	1B.2	BLM_S-Sensitive	Broadleaved upland forest | Chaparral | Cismontane woodland |

											Coastal scrub | Valley & foothill grassland
Hemizonia congesta ssp. congesta	white seaside tarplant	PDAST4R065	33	1	None	None	G5T2T3	S2S3	1B.2	null	Coastal scrub | Valley & foothill grassland
Heteranthera dubia	water star-grass	PMPON03010	9	1	None	None	G5	S1	2B.2	null	Marsh & swamp
Nyctinomops macrotis	big free-tailed bat	AMACD04020	32	1	None	None	G5	S2	null	CDFW_SSC-Species of Special Concern | IUCN_LC-Least Concern | WBWG_MH-Medium-High Priority	null
Sanicula maritima	adobe sanicle	PDAPI1Z0D0	16	1	None	Rare	G2	S2.2	1B.1	USFS_S-Sensitive	Chaparral | Coastal prairie | Meadow & seep | Ultramafic | Valley & foothill grassland
Suaeda californica	California seablite	PDCHE0P020	17	1	Endangered	None	G1	S1	1B.1	null	Freshwater marsh | Marsh & swamp | Wetland

Inventory of Rare and Endangered Plants - 7th edition interface

v7-14jan 1-8-14

Status: search results - Tue, Feb. 4, 2014, 20:11 ET b

{QUADS_123} =~ m/466D/ Search

Tip: Word fragments must be completed with a wildcard, e.g., esch* hyp* for Eschscholzia hypecoides.
[all tips and help.][search history]

Your Quad Selection: Oakland West (466D) 3712273

Hits 1 to 12 of 12

Requests that specify topo quads will return only Lists 1-3.

To save selected records for later study, click the ADD button.
ADD checked items to Plant Press | check all | check none
Selections will appear in a new window.

open	save	hits	scientific	common	family	CNPS
		1	**Amsinckia lunaris**	bent-flowered fiddleneck	Boraginaceae	List 1B.2
		1	**Astragalus tener var. tener**	alkali milk-vetch	Fabaceae	List 1B.2
		1	**Atriplex joaquinana**	San Joaquin spearscale	Chenopodiaceae	List 1B.2
		1	**California macrophylla**	round-leaved filaree	Geraniaceae	List 1B.1
		1	**Chloropyron maritimum ssp. palustre**	Point Reyes bird's-beak	Orobanchaceae	List 1B.2
		1	**Chorizanthe cuspidata var. cuspidata**	San Francisco Bay spineflower	Polygonaceae	List 1B.2
		1	**Gilia capitata ssp. chamissonis**	blue coast gilia	Polemoniaceae	List 1B.1
		1	**Holocarpha macradenia**	Santa Cruz tarplant	Asteraceae	List 1B.1
		1	**Horkelia cuneata var. sericea**	Kellogg's horkelia	Rosaceae	List 1B.1
		1	**Plagiobothrys chorisianus var. chorisianus**	Choris' popcorn-flower	Boraginaceae	List 1B.2
		1	**Sanicula maritima**	adobe sanicle	Apiaceae	List 1B.1
		1	**Trifolium hydrophilum**	saline clover	Fabaceae	List 1B.2

To save selected records for later study, click the ADD button.
ADD checked items to Plant Press | check all | check none
Selections will appear in a new window.

No more hits.

Inventory of Rare and Endangered Plants - 7th edition interface

v7-14jan 1-8-14

Status: search results - Tue, Feb. 4, 2014, 20:15 ET b

{QUADS_123} =~ m/466A/ Search

Tip: +DNT Jun Jul returns Del Norte taxa with those blooming both months listed first.[all tips and help.]
[search history]

Your Quad Selection: Richmond (466A) 3712283

Hits 1 to 13 of 13

Requests that specify topo quads will return only Lists 1-3.

To save selected records for later study, click the ADD button.
ADD checked items to Plant Press | check all | check none
Selections will appear in a new window.

open	save	hits	scientific	common	family	CNPS
		1	**Arctostaphylos pallida**	pallid manzanita	Ericaceae	List 1B.1
		1	**Astragalus tener var. tener**	alkali milk-vetch	Fabaceae	List 1B.2
		1	**Calystegia purpurata ssp. saxicola**	coastal bluff morning-glory	Convolvulaceae	List 1B.2
		1	**Chloropyron maritimum ssp. palustre**	Point Reyes bird's-beak	Orobanchaceae	List 1B.2
		1	**Dirca occidentalis**	western leatherwood	Thymelaeaceae	List 1B.2
		1	**Fritillaria liliacea**	fragrant fritillary	Liliaceae	List 1B.2
		1	**Helianthella castanea**	Diablo helianthella	Asteraceae	List 1B.2
		1	**Hoita strobilina**	Loma Prieta hoita	Fabaceae	List 1B.1
		1	**Holocarpha macradenia**	Santa Cruz tarplant	Asteraceae	List 1B.1
		1	**Meconella oregana**	Oregon meconella	Papaveraceae	List 1B.1
		1	**Streptanthus albidus ssp. peramoenus**	most beautiful jewel-flower	Brassicaceae	List 1B.2
		1	**Suaeda californica**	California seablite	Chenopodiaceae	List 1B.1
		1	**Trifolium hydrophilum**	saline clover	Fabaceae	List 1B.2

To save selected records for later study, click the ADD button.
ADD checked items to Plant Press | check all | check none
Selections will appear in a new window.

No more hits.


powered by
WODA

Appendix C

Draft Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project

DRAFT

CULTURAL RESOURCES INVENTORY AND EVALUATION REPORT FOR THE DOWNTOWN BERKELEY BART PLAZA AND TRANSIT IMPROVEMENT PROJECT, BERKELEY, ALAMEDA COUNTY

PREPARED FOR:

San Francisco Bay Area Rapid Transit District
P.O. Box 12688
Oakland, CA 94604
Contact: Janie Layton, Environmental Administrator
510.874.7423

PREPARED BY:

ICF International
630 K Street, Suite 400
Sacramento, CA 95814
Contact: Meg Scantlebury
916.231.7678

July 2014

ICF International. 2014. Draft Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project, Berkeley, Alameda County. July. ICF Project 0036.14, Task 001. Sacramento, CA. Prepared for San Francisco Bay Area Rapid Transit District, Oakland, CA.

Contents

Tables and Figures

Acronyms and Abbreviations

AC	Alameda-Contra Costa
ACHP	Advisory Council on Historic Preservation
APE	area of potential effects
ARG	Architectural Resources Group
BAHA	Berkeley Architectural Heritage Association
BART	Bay Area Regional Transit
BART Plaza	BART Plaza and Shattuck/Berkeley Square
CCR	California Code of Regulations
CEDA	College of Environmental Design Archives
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CHSC	California Health and Safety Code
DAP	Downtown Area Plan
DAPAC	DAP Advisory Committee
DPR	Department of Parks and Recreation
EMT	Early Period-Middle Period Transition
FDC	fire department connection
FTA	Federal Transit Administration
HPD	Historic Properties Directory
MLT	Middle/Late Transition
MOA	memorandum of agreement
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
OCSR	Oakland Consolidated Street Railway
OHP	Office of Historic Preservation
PRC	Public Resources Code
sf	square foot
USC	United States Code

Chapter 1
Introduction

This Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley Bay Area Rapid Transit (BART) Plaza and Transit Improvement Project (Proposed Project) in Berkeley, Alameda County, has been prepared in BART's behalf by ICF International (ICF) staff professionally qualified in the identification and evaluation of historic properties. The Federal Transit Administration (FTA) has delegated section 106 of the National Historic Preservation Act responsibility to BART for the purposes of identification and evaluation of historic properties for this Proposed Project. All properties 45-years old or more identified within the area of potential effect (APE) have been evaluated pursuant to 36 code of federal regulations (CFR) 800.4(c) in partial fulfillment of the requirements of section 106.

Project Purpose

San Francisco Bay Area Rapid Transit (BART) District, in cooperation with the Federal Transit Administration (FTA), is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station. The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the proposed project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. Between 2000 and 2005, there were 7 auto-bike collisions at the Shattuck Avenue/Center Avenue and the Shattuck Avenue/Allston Way intersections. The Proposed Project area also has a high number of pedestrian-vehicle collisions. Bus riders lack adequate waiting areas, seating and way-finding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface landscaping and wells are difficult to clean and maintain.

Project Background

The BART system is one of the San Francisco Bay Area's most vital transportation links, averaging 400,000 riders every day. Construction of the original BART system concluded in 1972 and included the Richmond line and Berkeley stations. Since then, new track and stations were added to the system, so that it now consists of 104 miles of track and 44 stations, connecting communities in Contra Costa, Alameda, San Francisco, and San Mateo counties. The system represents a public investment currently valued at nearly $15 billion, with immeasurable importance to the local and regional economy.

The City of Berkeley, BART, and AC Transit conducted a community-based design process between 2006 and 2010 to develop the conceptual design and preliminary engineering for the Proposed Project. The effort was guided by a Citizens Advisory Committee with representatives from seven public City Commissions, business associations and community groups including the East Bay Bicycle Coalition. Public input was also gathered through two community workshops and written comments.

Project Objectives

BART has identified the following primary objectives for the Proposed Project:

- Improve transit facilities, traffic safety, and the quality of public open space to meet the transportation needs of Downtown Berkeley's planned residential and employment growth;
- Enhance multi-modal transit access to expand ridership by increasing and improving accessibility for pedestrian and bicyclists, improving public safety and reorganizing the public space to better accommodate transit users;
- Incorporate sustainable design and construction techniques;
- Maintain consistency with the City of Berkeley's Climate Action Plan Goal 6: make public transit more frequent, reliable, integrated and accessible.

Previous Cultural Resources Studies

AC Transit East Bay Bus Rapid Transit Project

In 2005, JRP Historical Consulting conducted a historic properties inventory and evaluation for the AC Transit East Bay Bus Rapid Transit Project, an undertaking proposed to upgrade existing bus service to Rapid Transit along an arterial corridor through Berkeley, Oakland, San Leandro, and unincorporated areas of Alameda County. APE coverage for the AC Transit study overlaps with coverage established for the current Downtown Berkeley BART Plaza and Transit Improvement Project, including buildings along the 2100 block of Shattuck Avenue and 100 block of Berkeley Square. While the AC Transit inventory and evaluation did conclude several buildings along Shattuck Avenue and Berkeley Square remain individually eligible for listing in registers at the local and national levels, the study did not identify a historic district along the Shattuck Avenue corridor.

Berkeley Downtown Area Plan

The Downtown Area Plan (DAP) is a City of Berkeley discretionary project that may impact potential historic resources within the DAP's proposed plan area and is therefore subject to CEQA. The DAP Advisory Committee (DAPAC) adopted the plan in November 2007. In 2008, Architectural Resources Group (ARG) assessed the impact of the DAP on historic resources and prepared their findings to inform the DAP's Environmental Impact Report.

DAP Historic Resource Evaluation

ARG conducted a reconnaissance level survey and historic resource evaluation as part of their 2008 impact assessment of the DAP and concluded it is unlikely that the entire DAP boundary would be deemed a historic district. Rather, upon future evaluation, a number of "sub-areas" within the DAP may qualify as historic districts. ARG identified one such potential district in the commercial buildings along a stretch of Shattuck Avenue from roughly Durant Avenue to University Avenue, including some buildings that face intersecting streets.

DAP Project Impacts

As indicated in the 2009 DAP EIR, "DAP contains policies that actively promote new construction and alteration of existing buildings in a manner that respects historically—and architecturally—sensitive properties" (Downtown Area Plan 2009).

ARG identified DAP project elements that have potential to impose substantial adverse changes to historic resources, including character-defining features of buildings and structures with future potential of historic district designation. Similar project elements pose impacts, such as the historic preservation and urban design policies and goals pertaining to streetscape and open space improvements at BART Plaza and Shattuck/Berkeley Square (Policy OS-1.2.6 "Shattuck Avenue: Constitution Square (BART Plaza) and Shattuck/Berkeley Square"). Mitigation measures presented in the DAP EIR for these impacts require parameters for compatible infill development in the downtown area following the Secretary of the Interior's "Standards."

Chapter 2
Project Location and Description

Project Location

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

Project Description

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

Project Site Plan

Approximately 26,250 square foot (sf) Proposed Project site includes the station plaza containing the circular main entrance structure (Entrance #1), the above ground BART entrance (Entrance #2) and the public space surrounding the station on the west side of Shattuck Avenue between Center Street and Allston Way (23,000 sf). Outside of the Plaza, the Proposed Project site also includes the entrance at the northeast corner of Allston Way/Shattuck Avenue (Entrance #3, approximately 750 sf), the entrance and elevator at the northwest corner of Center Street/Shattuck Avenue (Entrance #4, approximately 1,000 sf), and the two entrances on either side of Shattuck Avenue at Addison Street (Entrance #5 and 6, approximately 1,500 sf total).

Elements associated with the Proposed Project include:

- Design and reconstruction of the BART main entrance (rotunda);

- improvements at the five secondary BART entrances;
- resurfacing of existing brick-covered areas with improved paving materials that also achieve low-impact development objectives;
- reorganization of the plaza area to create more space for pedestrian through-movement and removal of vertical obstructions to improve sight-lines and security;
- new pedestrian-scale lighting;
- new landscaping that includes low-impact development treatment of storm water;
- construction of new, larger bus transit shelter with improved lighting and seating;
-
- improving the curb ramps on adjacent intersections;
- reconfiguring bike parking to increase capacity and improve accessibility and security;
-
- integrating art; and
- installation of improved wayfinding signage, including real-time BART arrival/departures signage.

Maintenance

The service life of the plaza and sidewalk surfaces is approximately 12 to 15 years; street pavement is approximately 8 years; transit architecture typically exceeds 30 years. BART is responsible for maintenance of BART entry structures and all property in BART's right-of-way (ROW). The city of Berkeley is responsible for the maintenance of the plaza, the bus shelters, and all property within the city's ROW.

Construction Activities

Construction of the Proposed Project would occur in three phases over a period of 18 months beginning in early 2016 and ending by mid-2017. One phase would consist of removal and replacement of the main entrance structure, improvements to the plaza, and the improvements to the west side entrances on Shattuck Avenue and Addison Street. A second phase would consist of improvements to the secondary plaza entrance, the elevator entrance, and the entrance on Shattuck Avenue and Addison Street. Another phase would consist of repaving the plaza in front of the businesses along Shattuck Avenue, and improvements to the entrance on Shattuck and Allston Way. The three phases of construction are detailed below:

Construction Phase 1

- Main Entrance: The existing rotunda would be demolished and removed, while protecting existing access, traffic control, construction fencing. A new main entrance headhouse would be constructed and concrete plaza paving, lighting and landscaping would be installed.

- Plaza: The existing brick pavers, planters, trees, seating, bike racks, pedestrian lights, asphalt, concrete curb and gutter would be removed. The sidewalk would be shored to ensure stability and safety. The plaza would be repaved with new concrete, and lighting, landscaping, a concrete bus pad, curb and gutter would be installed.
- Shattuck Avenue and Addison Street west side entrance: The brick veneer on concrete walls and existing station entrance lighting would be removed. New cladding on concrete walls and lighting would be installed.

Construction Phase 2

- Secondary Plaza entrance: The existing brick veneer on short concrete walls, pedestrian lights, and station entrance lights would be removed and replaced with new cladding on concrete walls and new lighting.
- Plaza: The existing brick pavers, planters, trees, seating, bike racks, pedestrian lights, asphalt, concrete curb and gutter would be removed. This phase would also involve shoring underneath the sidewalk. The plaza would be repaved with new concrete, and lighting, landscaping, a concrete bus pad, curb and gutter would be installed.
- Elevator entrance at Shattuck Avenue and Center Street: The existing brick wall and planter, brick veneer on short walls and elevator tower, station entrance wall lights, trash receptacle, and concrete/brick paving would be removed. The sidewalk would be shored to ensure stability and safety. Existing access and use of elevator would be maintained except for a brief outage during construction, and traffic control measures would be put in place. Construction fencing would be erected to protect an existing tree. New cladding of elevator tower and concrete wall, and new station entrance lights would be installed. An existing fire department connection (FDC) would be relocated.
- Shattuck Avenue at Addison Street entrance: The existing brick veneer on short concrete walls and existing station entrance wall lights would be removed and replaced with new cladding on concrete walls and new lighting.

Construction Phase 3

- This phase would involve demolition and removal of brick pavers in front of retail storefronts on the plaza. The plaza would be repaved with concrete, and lighting and landscaping would be installed.
- Shattuck Avenue at Allston Way entrance: The existing pedestrian lights, planter, and brick veneer on short concrete walls would be demolished and removed. Existing access and use of entrance would be protected, and traffic control measures would be put in place. Construction fencing would be erected to protect an existing tree. New cladding on concrete walls and new lighting would be installed.

Chapter 3
Regulatory Setting

National Environmental Policy Act

NEPA establishes the federal policy of protecting important historic, cultural, and natural aspects of our national heritage during federal project planning. NEPA also obligates federal agencies to consider the environmental consequences and costs of their projects and programs as part of the planning process. All federal or federally assisted projects requiring action pursuant to Section 102 of the act must take into account the effects on cultural resources (42 United States Code [USC] 4321–4347).

The Council on Environmental Quality (CEQ) Guidelines provided a standard for determining the significance of effects analyzed under NEPA. Significance as used in NEPA requires considering effects in terms of both context and intensity (40 Code of Federal Regulations [CFR] 1508.27).

- *Context* means that the action must be analyzed in terms of society as a whole, the affected region and interests, and the local setting. The span of the context should be scaled to match the action. For larger actions a wider context is appropriate. For smaller site-specific actions the local context may be sufficient. Both the short- and long-term effects of an action are relevant to this analysis (40 CFR 1508.27[a]).
- *Intensity* means the severity of an impact. The CEQ Guidelines direct federal agencies to consider cultural resources when evaluating intensity. Specific factors that may affect the intensity of an impact include the proximity to historical or cultural resources, the potential for effects on NRHP-eligible or listed properties and the potential for loss or destruction of significant scientific, cultural, or historical resources (40 CFR 1508.27[b]).

Collectively, these considerations mean that NEPA analysis should identify the potential for an action to adversely affect resources that are or may be eligible for listing on the NRHP. Details on the NRHP are provided in the following section.

Section 106 of the National Historic Preservation Act and National Register of Historic Places

Section 106 of the National Historic Preservation Act (NHPA) requires that, before beginning any undertaking, a federal agency must take into account the effects of the undertaking on historic properties and offer the Advisory Council on Historic Preservation (ACHP) and other interested parties an opportunity to comment on these actions. Specific regulations regarding compliance with Section 106 state that, although the tasks necessary to comply with Section 106 may be delegated to others, the federal agency is ultimately responsible for ensuring that the Section 106 process is completed.

The Section 106 review process involves a five-step procedure.

1. Initiate the Section 106 process (assess the ability of the undertaking to affect historic properties, identify consulting parties, and plan to involve interested parties).
2. Identify historic properties in the APE.
3. Assess adverse effects.
4. Resolve adverse effects.
5. Implement the project according to the memorandum of agreement (MOA), or implement project without an MOA if no agreement is necessary.

Section 106 requires federal agencies or those they fund or permit to consider the effects of their actions on properties that are determined eligible for listing or are listed in the NRHP. To determine whether an undertaking could affect NRHP-eligible properties, cultural resources (including archaeological, historical, architectural, and traditional cultural properties) must be inventoried and evaluated for the NRHP. To be listed in the NRHP, a property must be at least 50 years old (or be of exceptional historic significance if less than 50 years old) and meet one or more of the NRHP criteria. To qualify for listing, a *historic property* must represent a significant theme or pattern in history, architecture, archaeology, engineering, or culture at the local, state, or national level. It must meet one or more of the four criteria listed below and have sufficient integrity to convey its historic significance. The criteria for evaluating the eligibility of a historic property for listing in the NRHP are defined in 36 CFR Section 60.4 as follows.

- 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 to 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.

In addition to meeting the significance criteria, a significant historic property must possess integrity to be considered eligible for listing in the NRHP. *Integrity* refers to a property's ability to convey its historic significance (U.S. Department of Interior 1991:44). Integrity is a quality that applies to historical resources in seven specific ways: location, design, setting, materials, workmanship, feeling, and association. To be considered a significant historic property, a resource must possess two, and usually has more, of these kinds of integrity, depending on the context and the reasons why the property is significant. National Park Service (NPS) Bulletin 15, *How to Apply the National Register Criteria for Evaluation* (National Park Service 2002), discusses the types of integrity:

- *Location* – the place where the historic property was constructed or the place where the historic event took place.
- *Design* – the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* – the physical environment of a historic property.

- *Materials* – the physical environments where combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* – the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* – a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* – the direct link between an important historic event or person and a historic property. (National Park Service 2002)

The NRHP criteria also limit the consideration of moved properties because significance is embodied in locations and settings. Under NRHP, moving a building destroys the integrity of location and setting. A moved property can be eligible for listing if it is significant primarily for architectural value or if it is the surviving property most importantly associated with a historic person or event (National Park Service 2002).

Section 106 regulations define an adverse effect as an effect that alters, directly or indirectly, the qualities that make a resource eligible for listing in the NRHP (36 CFR Part 800.5[a][1]). Consideration must be given to the property's location, design, setting, materials, workmanship, feeling, and association, to the extent that these qualities contribute to the integrity and significance of the resource. Adverse effects may be direct and reasonably foreseeable, or may be more remote in time or distance (36 CFR Part 8010.5[a][1]). Examples of adverse effects are listed below.

- Physical destruction of or damage to all or part of the property.
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the *Secretary's Standards for the Treatment of Historic Properties* (Weeks and Grimmer 1995) and applicable guidelines.
- Removal of the property from its historic location.
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to a Native American tribe or Native Hawaiian organization.
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

California Environmental Quality Act

CEQA requires the lead agency to consider the effects of a project on cultural resources. Two categories of cultural resources are specifically called out in the CEQA Guidelines; historical resources (State CEQA Guidelines Section 15064.5[b]) and unique archaeological sites (State CEQA Guidelines 15064.5[c]; California Public Resources Code [PRC] Section 21083.2). Different legal

rules apply to the two different categories of cultural resources, though the two categories sometimes overlap where a "unique archaeological resource" also qualifies as an "historical resource". In such an instance, the more stringent rules for archaeological resources that are historical resources apply, as explained below. In most situations, resources that meet the definition of a *unique archaeological resource* also meet the definition of a *historical resource*. As a result, it is current professional practice to evaluate cultural resources for significance based on their eligibility for listing in the CRHR.

Historical resources are those meeting the requirements listed below:

- Resources listed in or determined eligible for listing in the CRHR (State CEQA Guidelines Section 15064.5[a][1]).
- Resources included in a local register as defined in PRC Section 5020.1(k), "unless the preponderance of evidence demonstrates" that the resource "is not historically or culturally significant" (State CEQA Guidelines Section 15064.5[a][2]).
- Resources that are identified as significant in surveys that meet the standards provided in PRC Section 5024.1[g] (State CEQA Guidelines Section 15064.5[a][3]).
- Resources that the lead agency determines are significant, based on substantial evidence (State CEQA Guidelines Section 15064.5[a][3]).

Unique archaeological resources, on the other hand, are defined in PRC Section 21083.2 as a resource that meets at least one of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person. (PRC Section 21083.2[g])

The process for identifying historical resources is typically accomplished by applying the criteria for listing in the CRHR (14 California Code of Regulations [CCR] Section 4852), which states that a historical resource must be significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. It is associated with the lives of persons important in our past.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
4. It has yielded, or may be likely to yield, information important in prehistory or history.

To be considered a historical resource for the purpose of CEQA, the resource must also have *integrity*, which is the authenticity of a resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance.

Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling and association. It must also be judged with reference to the particular criteria under which a resource is eligible for listing in the CRHR (14 CCR 14 Section 4852[c]). CEQA integrity assessments are generally made with regard to the retention of location, design, setting, materials, workmanship, feeling and association. Integrity assessments made for CEQA purposes typically follow the NPS guidance used for integrity assessments for NRHP purposes (see above).

Resources that meet the significance criteria and integrity considerations must be considered and treated further. Note that the fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources, or identified in an historical resource survey does not preclude a lead agency under CEQA from determining that the resource may be an historical resource as defined in PRC Section 5020.1(j) or 5024.1 (State CEQA Guidelines Section 15064.5[a][4]).

Notably, a project that causes a substantial adverse change in the significance of an historical resource is a project that may have significant impact under CEQA (State CEQA Guidelines Section 15064.5[b]). A substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The significance of an historical resource is materially impaired if the project demolishes or materially alters any qualities as follows.

- That justify the inclusion or eligibility for inclusion of a resource on the CRHR (State CEQA Guidelines Section 15064.5[b][2][A],[C]).
- That justify the inclusion of the resource on a local register (State CEQA Guidelines Section 15064.5[b][2][B]).

California State Law Governing Human Remains

California law sets forth special rules that apply where human remains are encountered during Project construction. As set forth in State CEQA Guidelines Section 15064.5[e], in the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, no further excavation or disturbance of the site or any nearby area suspected of overlying adjacent human remains should take place until:

1. The coroner of the county in which the remains are discovered is contacted to determine that no investigation of the cause of death is required (as required under California Health and Safety Code [CHSC] Section 7050.5).
2. If the coroner determines the remains to be Native American:
    a. The coroner shall contact the Native American Heritage Commission within 24 hours.
    b. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
    c. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate

dignity, the human remains and any associated grave goods (as provided in PRC Section 5097.98), or

d. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

   1) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.

   2) The descendant identified fails to make a recommendation; or

   3) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission.

Chapter 4
Area of Potential Effects

Archaeological APE

The area of potential effects (APE) for archaeological resources consists of the maximum possible area of direct impact resulting from all footprints of the Proposed Project. This includes the station plaza containing the circular main entrance structure, the above ground BART entrance and the public space surrounding the station on the west side of Shattuck Avenue between Center Street and Allston Way, the entrance at the northeast corner of Allston Way/Shattuck Avenue, the entrance and elevator at the northwest corner of Center Street/Shattuck Avenue, and the two entrances on either side of Shattuck Avenue at Addison Street. Project activities that may involve minor ground disturbance include the replacing of sidewalk surface materials, landscaping, and the installation of signs/kiosks/public art. All soil that will potentially be disturbed is fill that was placed atop the roof of the station when it was constructed in order to fill the void between the station roof and the street/plaza. Ground disturbance of this fill will not exceed a depth of 7', which is the depth of fill between the street/plaza level and the roof of the underground station.

Architectural APE

In addition to the inclusion of areas of anticipated ground disturbance resulting from access, staging, construction, and operation, the project APE also includes areas within which proposed project construction and operation may result in indirect effects (i.e., visual and noise-related issues) to the context of historic architectural resources.

ICF consulted with BART and the City of Berkeley through the course of delineating the boundary of the architectural APE. The inclusion of building parcels adjacent to curb-lines represents not only community interests, but also ensures all potential project effects—direct and indirect—to the built-environment would be considered.

The architectural APE extends from north to south along Shattuck Avenue from the north side of Addison Street to the north side of Kittredge Street. The east-west boundary of the APE captures building parcels on both sides of Shattuck Avenue, with the northeast corner of the APE reaching east to capture a single parcel on Shattuck Square and five parcels on the island city block of Berkeley Square.

The project APE map for both archaeological and architectural resources is located in Appendix A of this report.

Chapter 5
Native American and Interested Parties Consultation

On February 14, 2014, ICF contacted the Native American Heritage Commission (NAHC) by fax to request a Sacred Lands File search for known cultural resources within the APE and a list of Native American contacts with potential interest in the projects. The NAHC responded on February 21, 2014, providing a list and contact information for ten Native American contacts who may have interest in the Project.

On March 11, 2014, BART sent letters with Project summaries and Project location maps to all Native American contacts identified by the NAHC. The letters invited the contacts to provide comments and/or information regarding cultural resources in the APE or Project vicinity.

Similarly, on March 11, 2014, BART sent letters to seven interested parties with relevant local architectural history affiliations, including historical societies, heritage groups, museums, and higher-learning institutions. The letters invited the organizations to provide comments and/or information regarding historic resources in the Project vicinity.

BART received return correspondence from Daniella Thompson of the Berkeley Architectural Heritage Association (BAHA) on April 1, 2014. Ms. Thompson provided local landmark eligibility information about the building located at 2151-2165 Shattuck Avenue. BART also received return correspondence on April 1, 2014 from Chris Marino at the Berkeley College of Environmental Design Archives (CEDA). Ms. Marino responded to explain the scope of collections at CEDA. On April 8 and April 11, 2014, ICF received communications via email from City of Berkeley resident John English. Mr. English offered his opinion on the scope of the APE boundary, the historical relevancy of the BART Downtown Berkeley Station rotunda structure, and general CEQA terminology. Mr. English also provided excerpts of Downtown Area Plan policies, and clarification regarding locally designated buildings within the project APE.

As of July 15, 2014, no additional interest groups have responded.

On April 28, 2014. BART and the City of Berkeley held a Preliminary Design Open House to review preliminary design elements and proposals, provide input, and identify issue areas and potential solutions for the Project. Approximately 100 people attended; of these 100, 65 completed comment cards. While the focus was on the proposed design, and most of the comments addressed this, ten individuals commented that they liked the existing rotunda and/or plaza; though nine commenters made no reference to the rotunda as a historic resource, the tenth commenter expressed his opinion that the rotunda is a historic resource.

Native American consultation letters are located in Appendix B of this report. There have been no responses to date.

Historical interest groups consultation letters and subsequent correspondence are located in Appendix C of this report.

Chapter 6
Setting

The setting for portions of the project vicinity has been presented in previous cultural resources studies in the region. The material presented in this section is, in part, adapted from the following:

- *Punctuated Cultural Change in the San Francisco Bay Area* (Milliken et al. 2007).
- *Costanoan* (Levy 1978).
- Chapter 4E, Cultural Resources, *Draft Environmental Impact Report, Berkeley Downtown Area Plan* (Lamphier-Gregory 2009).

Additional information is included from historical research conducted by ICF historians and archaeologists.

Existing Environment

Prehistory

The entire Bay Area was a region of intense human occupation long before the European explorers settled in the region in the eighteenth century. In the early twentieth century, the prehistory of the region was virtually unknown, aside from a small amount of ethnographic information (Kroeber 1925) and the discovery of a few prehistoric sites at the south end of the San Francisco Bay (Nelson 1909). Because of the intense and rapid urban development in the Bay Area during the late nineteenth and early twentieth centuries, many archaeological resources were damaged or destroyed before scientific inquiry could be conducted. Many of the archaeological excavations in this region have been salvage efforts, often conducted without the time or resources necessary to perform adequate data recovery and professional reporting. However, over the past several years, the understanding of this region's prehistory has changed, partly because of intensive fieldwork resulting from compliance with environmental laws.

Milliken et al. (2007) present a series of culture changes in the Bay Area. The period of occupation during the cal 11,500 to 8000 B.C., when Clovis big-game hunters, then initial Holocene gatherers, presumably lived in the area, lacks evidence, because such evidence has likely been washed away by stream action, buried under more recent alluvium, or submerged on the continental shelf (Rosenthal and Meyer 2004:1). There is evidence, however, that an in-place forager economic pattern began around cal 8000 B.C., and was followed by five cycles of change that began at approximately cal 3500 B.C.

Early Holocene (Lower Archaic), cal 8000–3500 B.C.

During this time period, the archaeological record displays artifacts such as wide-stemmed point types that are typified by the relatively well-represented Borax Lake Wide Stem. Milling implements such as handstones and milling slabs were more prevalent, signifying the increased use of, and reliance on, plant resources. Small, far-ranging groups represented a mobile forager settlement

pattern (Fredrickson 1989); however, their activities are more visible in the archaeological record. Furthermore, social systems appeared to develop and be more elaborate.

The earliest Bay Area date for a millingstone component is 7920 cal B.C., obtained in the mid-1990s from a discrete charcoal concentration beneath an inverted millingslab at CCO-696 at Los Vaqueros Reservoir in the hills east of Mount Diablo (Meyer and Rosenthal 1997). Archaeobotanical remains from CCO-696 suggest an economy focused on acorns and wild cucumbers (Wohlgemuth 1997). The earliest documented grave in west-central California was also recovered from Contra Costa County, within a few hundred meters of CCO-696 at CCO-637. A single radiocarbon date of 6570 cal B.C. was returned from a loosely flexed burial (Meyer and Rosenthal 1998).

Early Period (Middle Archaic), cal 3500–500 B.C.

Several technological and social developments characterize this period in the Bay Area. Rectangular *Haliotis* and *Olivella* shell beads, the markers of the Early Period bead horizon, continued in use until at least 2,800 years ago (Ingram 1998; Wallace and Lathrop 1975:19). The mortar and pestle were first documented in the Bay Area shortly after 4000 B.C., and by 1500 cal B.C., cobble mortars and pestles, and not millingslabs and handstones, were used at sites throughout the Bay Area, including ALA-307 (West Berkeley), CCO-308 (San Ramon Valley) (Fredrickson 1966), and ALA-483 (Livermore Valley) (Wiberg 1996:373).

In the central Bay Area, burial complexes with ornamental grave associations (at CA-ALA-307 and Ellis Landing [CA-CCO-295]) and elliptical house floors with postholes (at Rossmoor [CA-CCO-309]) characterized the Lower Berkeley Pattern. These features represent a movement from forager to semi-sedentary land use (Milliken et al. 2007:115). The earliest known *Olivella* rectangle beads with drilled perforations were found at CCO-637 (Los Vaqueros Reservoir) and date to 4,800 years ago. They were found in a burial that contained red ocher and exhibited pre-interment burning (Rosenthal and Meyer 2000).

Lower Middle Period (Initial Upper Archaic), cal 500 B.C.–cal A.D. 430

Although it is unclear when the "major disruption in symbolic integration systems" originated, it is clear in the record around 500 B.C. and may have begun several hundred years earlier (Milliken et al. 2007:115). Rectangular shell beads disappeared from the Bay Area, Central Valley, and portions of Southern California during this time; and a whole new suite of decorative and presumed religious objects appeared during the Early Period-Middle Period Transition (EMT) (Elsasser 1978), which corresponds to the beginning of this period. Net sinkers, a typical early period marker throughout the bay, disappeared from most sites, with the exception of SFR-112, where they continued in use well into the Middle Period (Pastron and Walsh 1988:90).

Bead Horizon M1 of the Middle Period (Upper Archaic, 200 cal B.C. to cal A.D. 430), which developed out of the EMT, marked the first of a series of bead horizons that marked central California bead trade until cal A.D. 1000 (Groza 2002). M1 brought more tiny *Olivella* saucer beads into the Bay Area, as well as new circular *Haliotis* ornaments. New bone tools, including barbless fish spears, elk femur spatula, tubes, and whistles, appeared for the first time during this period (Elsasser 1978:39). Bead horizons M2-M4 are discussed in the Upper Middle Period.

Upper Middle Period (Late Upper Archaic), A.D. cal 430–1050

Around 430 A.D., the *Olivella* saucer bead trade network collapsed, and over half of known bead horizon M1 sites were abandoned, while the remaining sites saw a large increase in sea otter bones. Additionally, the Meganos extended burial mortuary pattern began to spread in the interior East Bay (Bennyhoff 1994a, 1994c). At the same time that these changes were happening, a series of *Olivella* saddle bead horizons that would come to be known as M2, M3, and M4 were developing.

During Bead Horzion M2a, the M1 saucer beads were replaced as burial accompaniments by rough-edged, full-saddle *Olivella* beads with very small perforations. The six saddle beads that have been dated as of 2007 have calibrated median intercepts in the narrow cal A.D. 420–450 time range (Groza 2002); hence the change in estimated transition date from the Lower Middle Period to the Upper Middle Period. The dated beads come from ALA-329 and CCO-269 along the bayshore and from ALA-415 and CCO-151 farther inland (Milliken et al. 2007:116).

Bead Horizon M2b is marked by mixed *Olivella* saddle beads with very small perforations. They have been dated to cal A.D. 430-600. The Meganos mortuary style continued to spread westward during this horizon (Milliken et al. 2007:116).

Bead Horizon M3, cal A.D. 600–800, is considered to be the climax of Upper Middle Period stylistic refinement (Milliken et al. 2007:116). Burials from this horizon contained mostly small, delicate square saddle *Olivella* beads; however, *Olivella* saucer beads were also found in burial contexts (often in off-village single component cemeteries). The Meganos mortuary complex spread from the interior bay-ward, as evidenced at the Fremont BART site (CA-ALA-343), and into the Santa Clara Valley at Wade Ranch (SCL-302), but did not extend into the North Bay. Single-barbed bone fish spears, ear spools, and large mortars all appeared for the first time during this horizon (Milliken et al. 2007:116).

During Bead Horizon M4, cal A.D. 800–1050, the *Olivella* saddle bead template is replaced by a variety of wide and tall bisymmetrical forms, and by the appearance of distinctive *Haliotis* ornament styles, such as unperforated rectangles and horizontally perforated half ovals. The Santa Teresa Locality Mazzoni site (SCL-131), one of the few mortuary sites that can be dated to this time period, contained no grave accompaniments (Milliken et al. 2007:116).

At the Santa Rita village site in the Livermore Valley (CA-ALA-413), the dorsally extended burial of a 30-year-old man exemplified the Meganos-style pattern. Buried at the end of the M1 horizon, this burial contained the largest known California bead lot (30,000 *Olivella* saucer beads), as well as quartz crystals and bead appliquéd bone spatulae (Wiberg 1988). During Bead Horizons M2b (cal A.D. 430-600) and M3 (cal A.D. 600-800), several new items appeared in Central Bay sites, including show blades, fishtail charmstones, new *Haliotis* ornament forms, and mica ornaments (Elsasser 1978:39:Fig. 3). The Meganos mortuary complex spread from the interior bay-ward, as evidenced at the Fremont BART site (CA-ALA-343) (Milliken et al. 2007:116).

Initial Late Period (Lower Emergent), A.D. CAL 1050–1550

Fredrickson (1973) coined the term “Emergent” to describe this period, in recognition of the appearance of a new level of sedentism, status ascription, and ceremonial integration in lowland central California. The Middle/Late Transition (MLT) bead horizon, previously thought to have occurred around A.D. 300, is now largely believed to have occurred around cal A.D. 1000 (Milliken et al. 2007:116). During the MLT, burial objects became much more elaborate, and initial markers of

the Augustine Pattern appeared in the form of multiperforated and bar-scored *Haliotis* ornaments, fully shaped show mortars, and new *Olivella* bead types. Classic Augustine Pattern markers, which appeared in Bead Horizon L1 (after cal A.D. 1250), include the arrow, flanged pipe, *Olivella* callus cup bead, and the banjo effigy ornament (Bennyhoff 1994b). The Stockton serrated series, the first arrow-sized projectile point in the Bay Area, also appeared after A.D. 1250. The Stockton serrated series was a unique central California type (Bennyhoff 1994b; Hylkema 2002; Justice 2002:352).

Obsidian production and mortuary practices both provide evidence for increased social stratification after 1250 A.D. Napa Valley obsidian manufacturing debris increased dramatically in the interior East Bay (Milliken et al. 2007:117); while with burials, although the quantity of shell beads contained in burials decreased, the quality of burial items increased in high-status burials and cremations (Fredrickson 1994:62). This development may have reflected a new regional ceremonial system that was the precursor of the ethnographic Kuksu cult, a ceremonial system that unified the many language groups around the Bay during Bead Horizon L1 (Fredrickson 1974:66; Bennyhoff 1994c).

Terminal Late Period: Protohistoric Ambiguities

Changes in artifact types and mortuary objects characterized A.D. cal 1500–1650. The signature *Olivella* sequin and cup beads of the central California L1 Bead Horizon abruptly disappeared, and clamshell disk beads, markers of the L2 Bead Horizon, spread across the North Bay (Milliken et al. 2007:117). The North Bay was the seat of innovation during the L2 Horizon in the Bay Area. Toggle harpoons, hopper mortars, plain corner-notched arrow-sized projectile points, clamshell disk beads, magnesite tube beads, and secondary cremation all also appeared in the North Bay first during this period. (Milliken et al. 2007:117). Simple corner-notched points replaced Stockton serrated points in the North Bay and began to appear in the Central Bay, while Desert side-notched points spread into the South Bay from the Central Coast (see Hylkema 2002; Jackson 1986, 1989; Jurmain 1983).

Another upward cycle of regional integration was commencing when it was interrupted by Spanish settlement in the Bay Area beginning in 1776. Such regional integration was a continuing characteristic of the Augustine Pattern, most likely brought to the Bay Area by Patwin speakers from Oregon, who introduced new tools (such as the bow) and traits (such as pre-internment grave pit burning) into central California. Perhaps the Augustine Pattern, with its inferred shared regional religious and ceremonial organization, was developed as a means of overcoming insularity, not in the core area of one language group but in an area where many neighboring language groups were in contact (Milliken et al. 2007:118).

Ethnography

At the time of European contact, the Bay Area was occupied by a group of Native Americans whom ethnographers refer to as the Ohlone or Costanoan. The Ohlone are a linguistically defined group composed of several autonomous tribelets that spoke eight different but related languages. The Ohlone languages, together with Miwok, compose the Utian language family of the Penutian stock. The territory of the Ohlone people extended along the coast from the Golden Gate in the north to just below Carmel to the south, and as far as 60 miles inland. The territory encompassed a lengthy coastline, as well as several inland valleys (Levy 1978:485–486).

The project area lies within the tribal group known as the Huchiun. The Huchiun appear to have had extensive land along the East Bay shore, from Temescal Creek opposite the Golden Gate north

at least to the lower San Pablo and Wildcat Creek drainages in the present area of Richmond. The first large groups of Huchiuns came to Mission San Francisco in the fall of 1794, where they were identified as "Jutchiunes-All from the northeast of the mission". Somewhere before 1820, the Mission founded a cattle ranch in the Richmond, San Pablo area, which they called "San Ysidro of the Juchiunes". That mission ranch, taken over during the 1820s by the Castro family, became the Mexican rancho called "San Pablo, alias Los Cuchiyunes" (Milliken 1995:243).

The Ohlone were hunter-gatherers and relied heavily on acorns and seafood. They also exploited a wide range of other foods, including various seeds (the growth of which was promoted by controlled burning), buckeye, berries, roots, land and sea mammals, waterfowl, reptiles, and insects. The Ohlone used tule balsas for watercraft, and bow and arrow, cordage, bone tools, and twined basketry to procure and process their foodstuffs (Levy 1978:491–493).

Prior to contact, the Ohlone were politically organized by tribelet, with each having a designated territory. A tribelet consisted of one or more villages and camps within a territory designated by physiographic features. This type of organization was prevalent in pre-contact California (Kroeber 1925). The office of tribelet chief was inherited patrilineally and could be occupied by a man or a woman. Duties of the chief included providing for visitors, directing ceremonial activities, and directing fishing, hunting, gathering, and warfare expeditions. The chief served as the leader of a council of elders that functioned primarily in an advisory capacity to the community (Harrington 1933:3).

Ohlone villages typically had four types of structures. Dwellings were generally domed structures with central hearths. They were thatched with tule, grass, or other vegetal material and bound with willow withes. Sweathouses were used by men and women and were usually located along stream banks. A sweathouse consisted of a pit excavated into the stream bank and a thatched portion constructed against the bank. Dance structures were circular or oval in plan and were enclosed by a woven fence of brush or laurel branches standing approximately 1.5 meters. The assembly house was a large, domed, thatched structure that was large enough to accommodate all of the inhabitants of the village (Crespi 1927:219; Levy 1978:492).

The primary trading partners of the Ohlone were most likely the Plains Miwok, the Sierra Miwok, and the Yokuts. Exports from the Ohlone territory included mussels, salt, abalone shells, dried abalone, and *Olivella* shells (Levy 1978:488). The only clearly identified Ohlone import was piñon nuts, which were obtained from the Yokuts (Davis 1961:23).

Seven Spanish missions were founded in Ohlone territory between 1776 and 1797. While living within the mission system, the Ohlone commingled with other groups, including the Esselen, Yokuts, Miwok, and Patwin. Mission life was devastating to the Ohlone population (Milliken 1995). It has been estimated that in 1776, when the first mission was established in Ohlone territory, the Ohlone population numbered around 10,000. By 1832, the Ohlones numbered less than 2,000 as a result of introduced disease, harsh living conditions, and reduced birth rates (Cook 1943a, 1943b).

Under the Mexican government, secularization of the mission lands began in earnest in 1834. The indigenous population scattered away from the mission centers, and the few that were given rancherias from the mission lands were ill-equipped to maintain or work their land. Most of the former mission land was divided among loyal Mexican subjects, and the Ohlone who chose to remain in their ancestral territory usually became squatters. Some were given jobs as manual laborers or domestic servants on Mexican ranchos or, later, American cattle ranches. During the next few decades, there was a partial return to aboriginal religious practices, particularly

shamanism, and some return to food collection as a means of subsistence (Harrington 1921). Consequently, several multiethnic Indian communities (consisting of individuals of Chochenyo, Plains Miwok, Northern Valley Yokuts, Patwin, and/or Coast Miwok descent) were established in the mid-nineteenth century within Ohlone territory (Levy 1978:487).

Ohlone recognition and assertion began to move to the forefront during the early twentieth century, enforced by two legal suits brought against the U.S. government by Indians of California (1928–1964) for reparation due them for the loss of traditional lands. Anthropologists, historians, and Indians were consulted regarding the nature of traditional land holding. A review of what was known about Indians for the entire state of California commenced, and the political organizing necessary to mount this action on the part of Indians led to the formation of political advocacy groups throughout the state. The Ohlone participated, and a new roll of descendants was established, bringing a new focus on the community and reevaluation of rights due its members (Bean 1994:xxiv).

Although they have yet to receive formal recognition from the federal government, the Ohlone are becoming increasingly organized as a political unit and have developed an active interest in preserving their ancestral heritage. In the later part of the twentieth century, the Galvan family of Mission San José worked closely with the American Indian Historical Society and "successfully prevented destruction of a mission cemetery that lay in the path of a proposed freeway. These descendants incorporated as the Ohlone Indian Tribe, and now hold title to the Ohlone Indian Cemetery in Fremont" (Yamane 1994 in Bean 1994:xxiv). Many Ohlone are active in maintaining their traditions and advocating for Native American issues.

History

Two important themes represent the historical context within which potentially affected resources of this project are best understood: the development of Berkeley and its commercial architecture, and transportation development within the City. A discussion of these themes below is in large part summarized from *Historic Property Inventory and Evaluation: AC Transit East Bay Bus Rapid Transit Project, Volume 1*, prepared by JRP Historical Consulting (2005). Parenthetical citations indicate information from additional sources.

The City of Berkeley

Berkeley had its origins in two separate communities: Ocean View, (West Berkeley) was settled in the early 1850s along the waterfront, becoming an industrial and commercial center for the area. Further inland and east of Ocean View, another community developed around the University of California campus. The two communities incorporated under the name of Berkeley in 1878.

Domingo Peralta received title to the northernmost portion of Rancho San Antonio, encompassing what is today the City of Berkeley, from his father in 1842, title that the Land Commission later confirmed in 1877. However, California passed the Possessory Act in 1852, giving American citizens the right to claim ownership of up to 160 acres of land. Francis Kittredge Shattuck and his three business partners William Hillegass, George M. Blake and James Leonard took advantage of the 1852 act, that year each filing a 160-acre preemptive claim for land on Domingo Peralta's portion of Rancho San Antonio. The land claimed by the four men was located

in what is now central Berkeley, bound by present-day College Avenue and Addison, Russell, and Grove streets.

Orrin Simmons, a former sea-captain, purchased land inland of Ocean View along Strawberry Creek, intending to farm the property. However, in 1857 he decided to sell the land to the trustees of the College of California, a private Christian school founded in Oakland by Henry Durant and Samuel Hopkins Willey. Simmons' land subsequently became the site of the current campus of the University of California, Berkeley.

Durant and Willey established the College of California in Oakland in 1855. However, the distractions of the growing city of Oakland proved that site unsuitable for such educational aspirations, and the two founders cast about for another location. They chose land held by Orrin Simmons. Durant and Willey convinced the trustees of the College of California to begin purchasing the required land in 1857, eventually buying Simmons' entire farm, as well as several adjacent parcels belonging to Shattuck, Blake, Hillegass and Leonard. The new campus was dedicated in 1860, but the college lacked the funds to construct any of the proposed buildings for the new school.

In 1873, Henry Durant and several local businessmen formed the Berkeley Land and Town Improvement Association in order to promote the development of what was known locally as the community of Ocean View or West Berkeley. The company laid out a grid of streets, and promoted the area as a business location. Although Ocean View was separated from Berkeley by more than a mile of open fields and marshland, it had ties to the university town, in that the school employed laborers from Ocean View, and also provided patrons for the waterfront community's shops and other businesses. Henry Durant organized a public meeting in 1874 to urge unification of the two communities. The state legislature approved the petition of the two communities to incorporate, and on April 1, 1878 the town of Berkeley was formally established.

Berkeley's Development in the Twentieth Century

A population explosion occurred in much of the East Bay during the first two decades of the century, fueled in part by improved transportation methods and an influx of displaced San Franciscans following the 1906 earthquake and fire. Subsequent residential, commercial, and industrial development transformed the East Bay into an urban metropolis of cities and suburbs interconnected by rail lines and highways.

Several factors influenced Berkeley's development in the early twentieth century, including the implementation of the Key System of electric street cars, the 1906 earthquake and fire, and the expansion of the university. In the decade between 1900 and 1910, Berkeley's population increased to 40,434, reaching 56,036 by 1920 and 82,109 by 1930. This massive influx had an enormous impact upon the city, marked by commercial and residential construction that transformed many of the remaining open areas in Berkeley into bustling neighborhoods and business districts.

The citizens amended the town charter in 1909, changing Berkeley's status from a town to a city. The amended charter made provision for election of a city mayor and four trustees to oversee various municipal departments, a form of government that at the time was considered the height of reform. Residential and commercial construction exploded. In 1906 alone, the city

issued 1,283 building permits, almost twice as many as the previous year. The downtown area along Shattuck Avenue underwent a surge of new growth. As commercial development transitioned from the late nineteenth century into the early twentieth century, buildings constructed of brick largely replaced nineteenth century wood-frame buildings. By 1911, commercial and civic buildings that had been primarily clustered in an area around the Southern Pacific station near the intersection of Center and Shattuck Avenues began to extend south on Shattuck Avenue. As land values started to rise and property within urban areas became more valuable for commercial development, architects and builders began constructing taller buildings that could provide more square footage per lot.

Architects and engineers designing commercial and civic buildings in this period often adopted a Neo-Classical architectural style, and the buildings constructed are generally substantial and impressive in design. The façades typically feature stylistic classic elements such as decorative cornices, stone or terra cotta ornamentations, elaborate entries with arched openings, and classic pillars, or can contain few decorative elements. The first floor is also sometimes topped with a cornice to further accentuate the difference between the stories and their use. Some examples of this style still extant within the project area include 2276 Shattuck (the Morse Block, dating to 1906), the Masonic Temple at 2105 Bancroft Way (built in 1905), 2151-2165 Shattuck (the Wright Block, constructed in 1906) and 2225 Shattuck Avenue (the Alko Office Supply building, constructed in 1913). The Mission Revival style is also present in some of Berkeley's commercial architecture from this period, as can be seen in the Shattuck Hotel. This hotel has dominated the intersection of Allston Way and Shattuck Avenue since it opened in 1910.

Commercial construction flourished in the 1920s as well, especially in the downtown area and along Telegraph Avenue. In 1925, construction of the twelve-story American Trust Building at the corner of Center and Shattuck avenues (2144 Shattuck Avenue, now known as the Wells Fargo Building) gave Berkeley its first high-rise building. Commercial expansion raised real estate values along Shattuck Avenue and adjacent streets, prompting the Southern Pacific Railroad to sell its Berkeley Station to developer Roy Long in 1925. The station block was subsequently bisected by a newly-extended Addison Street, and converted to commercial use as Shattuck Square. Other buildings constructed during this period within the study area include the one-story Mediterranean-influenced building at 2323 Shattuck Avenue (constructed in 1921), the Tupper Reed Building located at 2271-2275 Shattuck Avenue (dating to 1925 and constructed in the Normandy style), and the theater at 2274 Shattuck, constructed in Art Deco style.

By the end of the 1920s, Berkeley had reached its geographic and political limits. The city was essentially "built out," the only remaining large open space limited to a university-owned tract in northwest Berkeley that was later annexed to the city in 1958. By this time, the city had become part of an expanding urban corridor that included much of the East Bay, linked by the Southern Pacific Railroad, the Key System of electric interurban trains, and a growing number of automobiles. The Golden Gate Ferry began operating from a new concrete pier at the end of University Avenue in Berkeley in 1927, further easing the commute into San Francisco. The formation of the East Bay Municipal Utilities District in 1921 and subsequent construction of the Pardee Reservoir on the Mokelumne River in the Sierra Nevada foothills ensured a water supply for East Bay residents that attracted additional industry to the region.

Industrial production, commercial growth, and population expansion were slowed severely by the effects of the Great Depression in the early 1930s. In the decade between 1930 and 1940, Berkeley's population grew a mere four percent. Some development did occur; however, much of

it funded by the federal government as part of Franklin D. Roosevelt's New Deal, including the Federally funded Lower Broadway tunnel (present-day Caldecott Tunnel) and construction of the Bay Bridge. World War II had a profound impact upon Berkeley and the entire Bay Area. The population of the region increased drastically, in Berkeley alone rising from 85,527 in 1940 to 100,024 by 1944.

By the 1960s, the University of California at Berkeley, and by extension the city itself, became a center of the cultural and social upheaval that much of America experienced during the decade between about 1964 and 1974. Many of the university's students agitated for reform in such areas as civil liberties and freedom of speech, not only on campus but throughout the Bay Area. These reform movements, coupled with protests against the Vietnam War and cultural rebellion against middle class values and traditions, catapulted the Berkeley campus into the national spotlight during the 1960s. Historian Charles Wollenberg stated "The city [Berkeley] gave birth to a social and cultural rebellion that, for better or worse, came to define much of what the 'The Sixties' was all about."

Transportation Development

The San Francisco & Oakland Railroad Company made the first successful attempt at establishing mass transit in the East Bay in 1863, when it offered the first trans-bay train-ferry service between Oakland and San Francisco. Six years later, on October 30, 1869, the Oakland Railroad Company introduced the first horse-car system serving the East Bay. Later, after the new University of California campus opened in Berkeley in 1873, the proprietors of the Oakland Railroad Company extended its tracks up Telegraph Avenue to the campus and used horse-drawn trolleys to service the extension.

The horse trolleys and street cars were replaced by electric street railways during the 1890s. On May 12, 1891, the Oakland and Berkeley Rapid Transit Company ran the first electric streetcar, under the name "Oakland Consolidated Street Railway" (OCSR), from 2nd and Franklin streets in Oakland out to Grove Street in Berkeley. At 47th Street the OCSR line split, with a line running up Grove Street and another running up Shattuck to the University of California campus. These lines were joined into a loop in 1892.

Electric interurbans expanded during the early twentieth century as Francis Marion Smith began buying up East Bay streetcar lines and consolidating them into one massive transit system. By 1901, Smith had merged the East Bay's eleven independent rail systems into a single company, Oakland Transit Consolidated. Smith then turned to developing trans-bay transportation, specifically between the Oakland/Berkeley routes and San Francisco. In 1903, Smith formed the San Francisco, Oakland & San Jose Railway to provide trans-bay travel to the commuters of the East Bay. Later that year, the company constructed a 3¼ -mile trestle across the tidelands to the deep water of San Francisco Bay, where passengers could board ferries to San Francisco. This gave commuters the ability to travel from University Avenue in Berkeley across the bay in a brisk 35 minutes. The route was so popular that service ran every 20 minutes. Additionally, the pier's shape, reminiscent of an old-fashioned house key, provided the system with a nickname that lasted for decades – the Key Route or Key System.

In the face of competition from Smith's electric local system, the Southern Pacific embarked on a modernization program in 1905, spending over $10 million to electrify its 29 miles of existing lines. The company also constructed 21 miles of additional lines, and built several new stations,

including a station at Shattuck and University in Berkeley. By 1941, however, Southern Pacific abandoned its interurban operations in the face of dwindling profits caused by the increasing reliance of commuters upon the automobile.

Automobiles became increasingly widespread as a means of transportation in the early twentieth century. Enough East Bay residents owned automobiles by the end of World War I that it became common for residential construction to incorporate garages into the design of new houses. By 1930, California contained more motor vehicles than households, with a car or truck for every three residents of the state. This trend sparked massive road and street improvement programs at both the state and local levels of government across California, and resulted in the construction of the extensive highway and freeway system that exists today.

The increasing popularity of the automobile resulted in a movement for better roads, spurred by automobile clubs and manufacturers. The state legislature created the Bureau of Highways in 1895, which completed a series of road surveys establishing twenty-eight separate routes through the state. In 1902, the State Constitution was amended to empower the state government to establish a state highway system, pass laws for highway construction, and provide aid to counties for improving and construction their road systems.

One of the most important developments in East Bay transportation in the twentieth century was the construction of the San Francisco-Oakland Bay Bridge in the 1930s. Completed in 1936, this bridge provided East Bay residents with a direct connection to San Francisco for the first time. The bridge was originally designed for automobiles on the top deck, with rails for electric trains, along with lanes for trucks, on the bridge's lower deck. Patronage of the rail lines dropped drastically in the 1930s, caused by the slow economy of the Great Depression, reduced population growth, and the increasing popularity of the automobile. The Southern Pacific ceased electric passenger operations in 1941, leaving the Key System as the only surviving electric interurban transit provider in the Bay Area. However, as early as the mid-1930s even the Key System began to encounter problems such as declining patronage and increased costs, forcing the company to convert some of its rail service to bus lines.

A revival of interest in electric transit during the gasoline rationing years of World War II brought renewed levels of income to the Key System, but after the war profits again plummeted. Patronage declined 42 percent between 1949 and 1952. National City Lines purchased the system and subsequently phased out rail lines almost entirely in favor of buses, retaining only the rail service routes across the bridge to San Francisco. Even these last few rail routes disappeared in the late 1950s, when the Bay Bridge was retrofitted exclusively for auto traffic. In 1956, East Bay citizens voted to establish the Alameda-Contra Costa (AC) Transit District, a public, tax-supported agency; in 1959, voters authorized a $16.5-million bond issue allowing AC Transit to purchase the Key System. Mass rail transit disappeared from the East Bay until the Bay Area Regional Transit (BART) system began operations in 1972.

The BART system's origins can be traced as far back as the mid-1940s at a point when increased post-war migration and automobile traffic had begun to inundate communities and transportation facilities on both sides of the Bay. A joint Army-Navy review board recommended in 1947 that installation of an underwater transbay tube reserved solely for passage of high-speed electric trains would be the ultimate remedy for further congestion. To that end, the State Legislature in 1951 established the San Francisco Bay Area Rapid Transit Commission to conduct a study of transportation in the Bay Area. As a result, the Commission recommended the Legislature form the

San Francisco Bay Area Rapid Transit District, which, at the time of formation, included Alameda, Contra Costa, Marin, San Francisco, and San Mateo counties. The District was charged with the task of overseeing the construction and operation of a high-speed rapid network connecting major commercial centers with outlying suburban sub-centers. Project engineers proposed running electric trains on grade-separated rights-of-way, reaching maximum speeds of 80 miles per hour (Architectural Resources Group 2007).

By 1961, each of the supervisors of the District's five counties received for their approval the final plans for the high-speed network system. The following year, due to high property taxes and the existing Southern Pacific Commuter line, the San Mateo County Supervisor withdrew from the District. Marin County did the same one month later. The withdrawal of Marin and San Mateo led the District to revise their plans from the once conceived closed loop, around the Bay system, to one that reflected a greater emphasis on the connection between San Francisco and major East Bay cities, including the suburbs of Alameda and Contra Costa Counties. The District presented the revised plan as the "BART Composite Report," which was approved July 1962. Two years later, in 1964, the BART project broke ground with ceremonies in Contra Costa County. By the close of the decade, the pace of construction on the system had leveled out, though the project was behind schedule and over budget. Major construction had come to a close by 1972, just in time for opening day ceremonies in September of that year (Architectural Resources Group 2007).

Citizens of Berkeley were influential in the creation of BART through the City. The community had initially agreed to the combination of a street-level and subway route through the City, but these sentiments later evolved into a consensus for a subway line only that ran underneath Shattuck Avenue. Contentious hearings on the matter continued for over two years until Berkeley residents overwhelmingly agreed to be taxed an additional $20 million to guarantee BART would run completely underground. Construction costs through Berkeley exceeded forecasts as Shattuck Avenue was reconditioned for motor vehicle travel. The Downtown Berkeley BART station and associated plaza—the focal point of this study—opened to the public in January 1973 as part of the extension line between the MacArthur and Richmond stations. Though it is within reason to presume the Berkeley community itself contributed conceptually to the plaza itself—as they had a profound influence upon the decision to run the line through Berkeley underground— the historical record indicates a largely collaborative effort among many parties in the design and construction of the station plaza at Shattuck Avenue and Center Street. As-built drawings for the station indicate Henry Martens of Maher & Martens was the project architect, and Parsons Brinckerhoff-Tudor-Bechtel was positioned as the engineering consultant during the 1970 construction phase. The Downtown Berkeley station rotunda structure consists of a 24-sided polygon shape, or icosikaitera, and is the focal piece of the plaza (Architectural Resources Group 2007; BART As-Built Plans 1970).

Chapter 7
Methods and Results

This chapter describes the methods used to conduct cultural resources research and investigations for the Downtown Berkeley BART Plaza and Transit Improvement Project. Four classes of methods were used over the course of the study, including records searches, architectural history survey, archaeological survey, and historical research. This chapter also describes the results of the cultural resources research and investigations for the Downtown Berkeley BART Plaza and Transit Improvement Project.

The effort to identify cultural resources in the APE during the current (2014) study included:

- California Historical Resources Information System (CHRIS) records search
- Consultation with the Native American Heritage Commission (NAHC) and Native American representatives
- Examination of historic maps
- Historical research
- Architectural history field survey
- Archaeological field survey

Information gathered through these activities permitted identification of cultural resources in the APE. Each of these methods and their results are described below. The methods and results of interested parties consultation is discussed above in Chapter 6. The records search results can be found in Appendix D.

Review of Existing Information

Records Search

Bibliographic references, previous survey reports, historic maps, and archaeological site records pertaining to the study area were compiled through a records search of the California Historical Resources Information System (CHRIS) to identify prior studies and known cultural resources within a 0.25-mile radius of the Proposed Project site.

This records search was conducted at the Northwest Information Center (NWIC), Sonoma State University, Rohnert Park, on November 25, 2013. The records search involved a review of the following information:

- Site records for previously recorded sites.
- All previous studies conducted within, or within 0.25-mile of, the Archaeological APE.
- The National Register of Historic Resources
- The California Historic Resources Inventory.
- The Office of Historic Preservation (OHP) Historic Properties Directory (HPD).

Results

Previous Cultural Resources Studies in or within ¼-Mile of the APE

Four studies have been conducted within or adjacent to the Proposed Project site.

- S-24284, Billat, L. and C. Jensen. *Proposed Cellular Facility (Nextel Site #CA-067G/South Berkeley) in Downtown Berkeley, CA* (letter report). No new resources were identified during this study, which noted that the proposed cellular facility site, 2140 Shattuck Avenue, also known as the Chamber of Commerce Building, is listed in the NRHP and is a City of Berkeley landmark.
- S-29683, Billat, L. 2005. *Roof Mounted Antennas, and Lease Area Inside Building, Downtown Berkeley/CA-2521, 2054 University Avenue, Berkeley, CA*. A primary record was prepared for this building, which was determined eligible for the National Register in 2001 with a rating of 2S2.
- Lamphier-Gregory. 2009. Final Environmental Impact Report, Berkeley Downtown Area Plan. Lamphier-Gregory, Oakland, California.
- JRP Historical Consulting. 2005. *Historic Properties Inventory and Evaluation: AC Transit East Bay Bus Rapid Transit Project, Volume 1*. JRP Historical Consulting Services, Davis, California.

An additional 12 studies have been conducted within 0.25-mile of the Proposed Project site. These studies include cultural resources assessments for large-scale utilities projects, studies for the development of parks in Berkeley, studies for transportation and freeway improvements, studies for building alterations and improvements, studies for additional telecommunications facilities in Berkeley, and several Historic Property Survey Reports for properties in downtown Berkeley.

Previously-Recorded Cultural Resources in or within ¼-Mile of the APE

The NWIC records search identified four prehistoric resources within 0.25-mile of the Proposed Project site. None of these resources are in or adjacent to the Proposed Project site. All of the site records note that buildings and paved city streets have covered up the locations of where these resources were originally identified.

- P-01-000029 (CA-ALA-8): a single burial, recorded in 1949. The site record noted that the burial had been removed by the present land owner (Pilling 1949); no additional information was provided.
- P-0005427 (CA-ALA-618/H): a single burial, identified and removed in 1955; and a two-story Colonial Revival house, originally constructed in 1904.
- P-01-010496: small shell scatter with 2 bone fragments
- P-01-010538 (CA-ALA-607): a single burial, excavated/studied by Albert Elsasser in the mid-1950s.

Additional Background Research

In an effort to identify important historic people, events, and architectural trends that may have been associated with the APE, an ICF architectural historian vetted results of previous cultural resource studies relevant to the project on file in the ICF corporate library. This initial literature review was augmented with additional primary and secondary source research, including review of the Historic Resources Inventory, an assessment of historical aerials and imagery, and county and USGS maps on file at the California Room and the Government Publications Section of the California

State Library. On March 27, 2014 ICF also conducted research at the City of Berkeley's Planning and Development office and Berkeley Architectural Heritage Association's research room.

Architectural Survey

On March 27, 2014, ICF architectural historian David Lemon conducted a field survey to record all potential built environment resources 50 years of age or older within the APE. Buildings and structures were visually examined and recorded with written notes and photographs.

Results and Findings

Architectural Resources

As indicated in Table 1 below, review of previous studies, background research, and field survey resulted in the identification of twenty (20) architectural resources within the project area. Sixteen (16) of the properties have previously been evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). One (1) building within the project area is of recent construction; as such, it is not included in this study. Three (3) properties, including the Downtown Berkeley BART Plaza (and rotunda) are evaluated for their potential historical significance as part of this study. Descriptions and evaluations of these resources (both updated and original to this project) are included below. Department of Parks and Recreation (DPR) updates and complete form sets can be found in Appendix E.

It is important here to emphasize the point that the action of declaring through the course of a survey that a building appears notable or significant, or potentially significant as a contributor to a perceivable district through future evaluation efforts, does not alone qualify that building as a historical resource under CEQA. A building or structure officially listed on a local landmark register is a historical resource under CEQA, as is a building or structure concurred by the SHPO to be eligible for listing in the NRHP and CRHR.

Finally, eleven (11) buildings and structures listed in Table 1 have been previously determined to be not eligible for the NRHP or they are of recent construction. Therefore these resources receive no further description or evaluation as part of this project.

Shattuck Avenue Commercial Corridor

As referenced in the Previous Cultural Resource Studies discussion above, through the course of their 2008 reconnaissance level survey, ARG concluded that upon future evaluation, apparent clusters of historic resources—or "sub-areas"—within the DAP may qualify as historic districts upon future evaluation, including one such area located among the commercial buildings along the stretch of Shattuck Avenue from roughly Durant Avenue to University Avenue. The present project APE includes roughly half of this proposed sub-area's six-block cluster. As such, for purposes of the current effort, ICF is evaluating (as well as updating previous evaluations) buildings and structures within the APE on their individual merit, rather than as contributors to a perceived sub-area.

Table 1. Architectural Resources within the APE

Property Address	Property Name	Previous Designation Status	Designation Status as part of This Study
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR	Evaluation updated—appears eligible for NRHP/CRHR under Criterion C and Criteria Consideration G
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP	No change from previous designation
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP	No change from previous designation
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark	Evaluation updated—no change from previous designation
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR	Evaluation updated—no change from previous designation
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP	No change from previous designation
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR	Evaluation updated—no change from previous designation
2169-2175 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP	No change from previous designation
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP; City of Berkeley Designated Landmark	No change from previous designation
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource	N/A
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP	No change from previous designation
124-131 Berkeley Square	Southern Pacific Offices/ Fox Photo/Square Fountain	Determined eligible for listing in the NRHP	Evaluation updated—no change from previous designation
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP	No change from previous designation
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark #78	Does not appear eligible for listing in NRHP/CRHR
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark	Appears eligible for listing in NRHP/CRHR
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark	No change from previous designation
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP	No change from previous designation

Property Address	Property Name	Previous Designation Status	Designation Status as part of This Study
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR	Evaluation updated—No change from previous designation
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark	Evaluation updated—no change from previous designation
Downtown Berkeley BART Plaza	Downtown Berkeley BART Plaza	N/A	Does not appear eligible for listing in NRHP/CRHR

2036 Shattuck Avenue

Description

The Kress building located at 2036 Shattuck Avenue is a large, two-part vertical commercial block Art Deco building with a flat roof, steel frame and concrete construction, and clad in buff-colored brick and terra cotta ornamentation. The building's east facing façade has four distinct vertical sections—or zones—consisting of the initial street level, the marquee, the prominent upper zone of the building, and the parapet. The street level—or lower zone—consists of a large enframed window wall sectioned by three piers clad in brick, and a pair of double glass doors at the southern end of the window wall. The second level—composed primarily of a module that separates the lower and upper zones of the building—consists of a copper marquee and narrow awning supported by a series of nine pylons. Current signage on the marquee reads "Half Price Books." The third and prominent upper zone level of the building displays a series of three vertically extended narrow double-tiered windows flanked by pairs of single, double-tiered windows. This fenestration style on the façade, with its pronounced vertical lines, gives the building its distinctive Art Deco character. The windows are edged and capped with terra cotta ornamental relief and an extended decorative band runs horizontally across the upper segment of each window. The fourth and final segment of the building is the chevron-lined parapet recalling the Zigzag Moderne style. The parapet is interrupted by large and small alternating terra cotta sculptures—five run along the parapet at the façade, and thirteen run at the south elevation. The southern elevation fronting Addison Street is similar in style to the building's primary upper zone with its narrow double-tiered fenestration. A vertically extended roof section displaying the Kress logo is located at the western-most end of the south elevation. The building is currently occupied by the California Jazz Conservatory, UC Berkeley offices, and a retail bookstore.

Evaluation

The Kress building located at 2036 Shattuck Avenue appears to qualify for listing in the NRHP under Criterion C for its distinctive characteristics of type, period, and method of construction demonstrated by its 1930s Art Deco design within the context of S. H. Kress & Co. 5-10-25 Cent store construction during the tenure of the company's chief architect Edward F. Sibbert. The building was constructed in 1933. The period of historical significance for the building is 1929-1944, the fifteen years in which Sibbert had a direct and profound influence on the architectural style of Kress buildings. The City of Berkeley designated 2036 Shattuck Avenue local historic landmark #41 in 1981.

S. H. Kress & Co. is considered one of the most prevailing retail businesses of the twentieth century. The chain of Kress department stores began in 1896 as purveyors of affordable domestic merchandise. Within a decade, Kress himself formed an in-house architectural team to design new buildings as the chain expanded, the result of which was a high artistic design aesthetic distinctive to each Kress store. Kress announced to the public in 1931 that it would embark upon a "new style" of Art Deco design for future buildings, and one year later in 1932 Kress chief architect Edward F. Sibbert designed and oversaw construction of the building at 2036 Shattuck Avenue. From 1929 to 1944, Sibbert's tenure with Kress resulted in the design of more than fifty stores considered to be the most prolific and celebrated stock of Kress buildings in their intentional display of fully integrated Art Deco and Zigzag Moderne features and terra cotta ornamentation.

Although this property is illustrative of commercial development in the City of Berkeley, the building itself does not appear to be directly associated with important historical events that have contributed significantly to the commercial relevance and growth of Berkeley, the state of California, or the nation. Under Criterion A of the NRHP, the direct measure of significance of a resource's association with historical events is crucial in terms of meeting this particular criterion. Mere association with a historic trend or event would not qualify a resource under Criterion A. In this instance, the building's historical purpose and usage as a commercial space should itself also prove to be significant in commercial history, and the historical record implies 2036 Shattuck Avenue falls short of meeting this mark. Therefore, the building does not appear to meet NRHP Criterion A.

The building does not appear to be significant under Criterion B, for its association with Samuel Kress or Edward Sibbert. Though a case could be made for Kress's historical notoriety within the field of commerce, and the man undoubtedly gained importance within his professional group of merchants at the time, Kress the individual and events surrounding his productive life had no direct association with the building at 2036 Shattuck Avenue. Put another way, among the extant collection of Kress buildings throughout the country, this particular building does not appear to be a standout representation of Kress's personal achievements in commerce. A much more substantial scenario for a case under Criterion B would be if Kress's personal office was located within this particular building, or if, for example, 2036 Shattuck Avenue was his flagship store. Further, the success and productivity of business operations at S. H. Kress & Co. indisputably functioned at the hands of many important individuals throughout a chain of nearly 400 stores in twenty-eight states at the peak of operations; thus further weakening the case for any individualistic association with this building. As for Sibbert, his association with the building is architectural in nature, and any successful argument for significance in that regard would be more suitable under the Criterion C requirement for the work of a master architect.

In regards to NRHP Criterion C, this prominent building exemplifies the key character-defining features of the Art Deco style, including the trademark rectilinear geometric forms as displayed in the building's dramatic vertical bands of windows spanning nearly the full height of the facade. The staccato rhythm of smaller and larger terra cotta sculptures along the parapet, and the decorative striations and abstract relief embellishing the wall surface, are all representative of the 1930s Art Deco style. As such, the building appears to qualify for listing in the NRHP under Criterion C, at the local level of significance, for its distinct characteristics of type, period, and method of construction.

The building retains a very high degree of historical integrity to its original design, location, materials, feeling, and association.

In the 1990s, the existing built-up roof was removed and replaced with half-inch fiberboard and a forty-five gauge single-ply rubber roof. In 1999, windows were added to the north elevation's third floor and the double-door wall opening at the south elevation was lowered for ADA compliance. These modifications complied with Berkeley Downtown Design Guidelines and Secretary of the Interior's Standards for the Treatment of Historic Properties.

This property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of CEQA guidelines, and using the criteria outlined in PRC 5024.1, the property appears to be a historical resource for the purposes of CEQA.

82 Shattuck Square

Description

The building at 82 Shattuck Square is a two-part commercial block building with a massing, style, and composition prevalent among small and moderate-sized commercial buildings throughout major U.S. cities from the mid-nineteenth to mid-twentieth century. The building's horizontal division distinguishes the upper zone dedicated to private office or dwelling spaces, from the lower zone devoted to public space, or retail units in the case of this building. Architecturally, the building conveys elements of the Spanish Colonial style.

Evaluation

The building at 82 Shattuck Square does not appear to qualify for listing in the NRHP under any of the applicable criteria. The building is designated City of Berkeley Landmark #78. Francis Shattuck originally deeded the city block that today holds 48, 64, and 82 Shattuck Square to the Southern Pacific Railroad. By 1926, a company called Berkeley Terminal Properties had acquired ownership and developed the block, retaining the architectural services of James Miller and Timothy Pflueger. In the 1930s the three separate Shattuck Square buildings fell into separate ownership and so begun their piecemeal aesthetic and structural modifications, including the wholesale removal of the clerestory windows.

Under Criterion A, the building does not appear to be associated with events that have made a significant contribution to patterns in history, such as early twentieth-century commercial development in the City of Berkeley. The building is not associated with known persons of historical significance at the local, state, or national level (Criterion B). The building itself displays only minimal attributes of its architectural style, and is one of several examples of commercial buildings in the downtown Berkeley area, with finer representations located along Shattuck Avenue, between University Avenue and Durant. Further, the building's architectural style is not an exemplary model of construction within the context of commercial development in Berkeley. Therefore, it does not appear to represent a significant example of a type, period, or method of construction. Although master architect Timothy Pflueger had a hand in designing this building, his association with 82 Shattuck Square would not alone qualify it for listing in the NRHP under Criterion C simply because the building was designed by a prominent architect. Further, much finer and celebrated examples of Pflueger's architectural work exist throughout the San Francisco Bay Area. Therefore, this building does not qualify for listing in the NRHP under Criterion C.

82 Shattuck Square is a locally designated landmark and is therefore a historical resource for the purposes of CEQA.

Downtown Berkeley BART Plaza and Rotunda

Description

The Downtown Berkeley Station plaza occupies the eastern portion of the city block bound by Center Street, Shattuck Avenue, Allston Way, and Milvia Street. The plaza fronts the 2100 block of Shattuck Avenue, spanning approximately 310 feet north to south and reaches roughly 85 feet deep at the northern end, and 45 feet deep at the southern end. Built features of the plaza are concentrated at the southern end of the plaza, including the stairway leading to the underground station platform and several planters, benches, and pole lighting structures. The plaza rotunda stands out as the focal piece of the plaza, located at the north end of the plaza. The rotunda structure itself covers the main underground entryway to the station's platform, and consists of a 24-sided polygon shape, or icosikaitera, capped with a skylight. Each side of the icosikaitera displays narrow vertical windows shaped with arched lines at the top and straight bottoms. Single segmented windows are positioned at the bottom of each larger window. Smaller windows span the upper portion of the rotunda above the entrance overhang. A pedestrian entrance opening with a moderate overhang leading to two escalators is located on the west side of the structure. The rotunda structure and the Great Western high-rise building located directly behind the plaza at 2150 Shattuck Avenue share a common yet moderate design aesthetic in their strong, vertical lines and window placement.

Evaluation

The Downtown Berkeley BART Plaza and appurtenant features do not appear to qualify for listing in the NRHP under any of the applicable criteria, nor do the plaza or, as a stand-alone structure, the rotunda appear to qualify for listing in the NRHP under Criterion Consideration G for a property that has achieved significance within the last 50 years. The rotunda was built in 1972.

Citizens of Berkeley were influential in the creation of BART through the City. The community had initially agreed to the combination of a street-level and subway route through the City, but these sentiments later evolved into a consensus for a subway line only that ran underneath Shattuck Avenue. The Downtown Berkeley BART station and associated plaza—the focal point of this study—opened to the public in January 1973 as part of the extension line between the MacArthur and Richmond stations. The historical record implies a largely collaborative effort among many parties in the design and construction of the station plaza at Shattuck Avenue and Center Street. As-built drawings for the station indicate Henry Martens of Maher & Martens was the project architect, and Parsons Brinckerhoff-Tudor-Bechtel was positioned as the engineering consultant during the 1970 construction phase.

Under Criterion A, the plaza and rotunda do not appear to be associated with events that have made a significant contribution to patterns in history, such as late twentieth-century transportation development in the City of Berkeley. They are not associated with known persons of historical significance at the local, state, or national level (Criterion B).

The rotunda itself does not convey notable attributes of an architectural style or possess high artistic value. Therefore, it does not appear to represent a significant example of a type, period, or method of construction under Criterion C. In rare instances, transportation features can serve as sources of important information about historic construction materials or technologies as defined in NRHP Criterion D; however, the rotunda is otherwise documented and is not a source of important information in this regard.

As mentioned in the description above, the rotunda itself and the high-rise building located directly behind it share a common design aesthetic. However, while temperately similar in design of materials and window configuration, the rotunda is not considered to be a historical resource based upon its visual similarities to the NRHP eligible Great Western Building, a building (addressed in further detail below) that meets the requirements for listing in the NRHP under Criterion C and Criterion Consideration G only for its distinctive engineering achievements (type or method of construction). Thus, the rotunda structure is not considered to be a feature that is related, character-defining, contributing, or ancillary in any way to the NRHP eligible Great Western Building.

Downtown Berkeley BART Plaza was evaluated in accordance with Section 15064.5 (a)(2)-(3) of CEQA guidelines, and using the criteria outlined in PRC 5024.1, the property appears to not be a historical resource for the purposes of CEQA.

2150 Shattuck Avenue

In February 1979, the Berkeley Architectural Heritage Association (BAHA) recorded the Great Western building, an International Style high-rise commercial building located at 2150 Shattuck Avenue. The analyses concluded that the building was eligible for the NRHP, assigning the resource a status code of 3. Constructed in 1969, the building was only ten years old at the time BAHA conducted its evaluation, and remains less than fifty years of age at present, a general estimate of time needed to develop historical perspective and evaluate the significance of a resource. Through the course of updating the 1979 evaluation, ICF has broadened the evaluation beyond that of its significance under Criterion C to include the application of Criteria Consideration G in order to measure the resource's achievement of significance within the last fifty years. Its period of significance is 1969.

Although the building is currently less than fifty years of age, it appears to meet the special requirements for exceptional significance outlined in NRHP Criteria Consideration G as a result of the building's important feats of engineering and innovation in methods of structural engineering. The Great Western building's scale and complexity as a strap suspension system building was publicized widely in regional and national architectural periodicals during construction, and was only the second of its type in the country at the time.

2150 Shattuck Avenue also retains its NRHP eligibility under Criterion C at a national level of significance. In applying Criterion C to this particular building, it is important to distinguish between the expression of aesthetic ideals (high artistic value) on the one hand, and significance as it pertains to the manner in which a building was fabricated (type or method of construction) on the other. In the case of the Great Western Building, it is significant under Criterion C for its innovative engineering type and method of construction, which should not be confused for a property that possesses high artistic value.

Based upon visual inspection and background research conducted on February 27, 2014, an ICF architectural historian determined 2150 Shattuck Avenue appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1979. As a result, the building continues to appear eligible for listing in the NRHP and the CRHR. The property boundary for this resource is defined as strictly the building itself and no additional elements of the built-environment.

The SHPO concurred with the building's NRHP eligibility in December 2005. The building is also a historical resource for purposes of CEQA.

2200 Shattuck Avenue

In March 2005, JRP Historical Consulting prepared an update to the original Historic Resources Inventory form prepared in February 1979 by Carol Raiskin of BAHA for the Shattuck Hotel located at 2200 Shattuck Avenue. The 1979 evaluation of this building concluded that it appeared eligible for listing in the NRHP. Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1979. As a result, 2200 Shattuck Avenue continues to appear eligible for listing in the NRHP and the CRHR, under criterion C/3, at the local level of significance. The period of historical significance for this resource is 1890-1945, a prominent period in the development of Berkeley's commercial architecture. The property boundary for this resource is defined as strictly the building itself and no additional elements of the built-environment.

The SHPO concurred with the building's NRHP eligibility in December 2005. The building is designated as City of Berkeley Landmark #70 and is a historical resource for purposes of CEQA.

2201-2217 Shattuck Avenue

In March 2005, JRP Historical Consulting prepared an update to the original Historic Resources Inventory form prepared in January 1978 by Betty Marvin of BAHA for the commercial building at 2201-2217 Shattuck Avenue. The 1978 evaluation concluded that the building appeared eligible for listing in the NRHP. JRP noted through the course of their 2005 update to the BAHA 1978 survey that a corner ribbon window had been added to the northwest corner of the building, and that a tall, multi-light window had replaced an original window located at the southernmost portion of the building's Shattuck Avenue façade. A recent metal awning had also been installed running along the building's Shattuck Avenue and Allston Way elevations. JRP determined that these modifications would not justify any change in the building's NRHP status as the changes to the building kept to its Moderne style, and ICF concurs as part of the current update. As a result, 2201-2217 Shattuck Avenue continues to appear eligible for listing in the NRHP and the CRHR under criteria A/1 and C/3 at the local level of significance, and is a historical resource for purposes of CEQA. The period of historical significance for this resource is 1890-1945, a prominent period in the development of Berkeley's commercial architecture. The property boundary for this resource is defined as strictly the building itself and no additional elements of the built-environment.

2177-2183 Shattuck Avenue

In March 2005, JRP Historical Consulting prepared an update to the original Historic Resources Inventory form prepared in February 1979 by Betty Marvin of BAHA for the commercial building at 2177-2183 Shattuck Avenue. The 1979 evaluation of this building concluded that it appeared eligible for listing in the NRHP. Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1979. JRP noted through the course of their 2005 update to the BAHA 1979 survey that the exterior of the building had undergone some minor changes, including the removal of a pair of awnings and signage revealing the façade's brick parapet and dentiled cornice. JRP found these modifications would not justify any change in the building's NRHP status, and ICF concurs as part of the current update. As a result, 2177-2183 Shattuck Avenue continues to appear eligible for listing in the NRHP and the CRHR under criteria A/1 and C/3 at the local level of significance, and appears to be a historical resource for purposes of CEQA. The SHPO concurred with the building's NRHP eligibility in December 2005. The period of historical significance for this

resource is 1890-1945, a prominent period in the development of Berkeley's commercial architecture. This resource's property boundary is defined as strictly the building itself and no additional elements of the built-environment.

124-131 Berkeley Square

In February 2005, JRP Historical Consulting prepared an update to the original Historic Resources Inventory form prepared in January 1979 by Betty Marvin of BAHA for the commercial building at 124-131 Berkeley Square. The 1979 evaluation of this building concluded that it appeared eligible for listing in the NRHP. Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1979. As a result, 124-131 Berkeley Square continues to appear eligible for listing in the NRHP and the CRHR under criterion C/3 at the local level of significance, and is a historical resource for purposes of CEQA. The SHPO concurred with the building's NRHP eligibility in December 2005. The period of historical significance for this resource is 1890-1945, a prominent period in the development of Berkeley's commercial architecture. This resource's property boundary is defined as strictly the building itself and no additional elements of the built-environment.

2140-2144 Shattuck Avenue

In March 2005, JRP Historical Consulting prepared an update to the original Historic Resources Inventory form prepared in October 1978 by Anthony Bruce of BAHA for the Chamber of Commerce building at 2140-2144 Shattuck Avenue. The building was listed in the NRHP and CRHR in 1985 under criteria A and C (CRHR 1/3), and listed locally as Berkeley City Landmark #87. Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1978. As a result of this current update, ICF finds no reason to dispute the building's status as listed in the NRHP. 2140-2144 Shattuck Avenue is a historical resource for purposes of CEQA. The SHPO concurred with the building's NRHP eligibility in December 2005. The period of historical significance for this resource is 1890-1945, a prominent period in the development of Berkeley's commercial architecture. Finally, this resource's property boundary is defined as strictly the building itself and no additional elements of the built-environment.

2120-2122 Shattuck Avenue

In March 2005, JRP Historical Consulting prepared an update to the original Historic Resources Inventory form prepared in July 1978 by Betty Marvin of BAHA for the Roy O. Long building at 2120-2122 Shattuck Avenue. The building was determined eligible for listing in the NRHP by a consensus through the Section 106 process (status code 2S2) and listed in the CRHR in May 2012 under criteria A and C (CRHR 1/3). Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by Betty Marvin (BAHA) in 1978. As a result of this current update, ICF finds no reason to dispute the building's status as determined eligible for listing in the NRHP. 2120-2122 Shattuck Avenue is a historical resource for purposes of CEQA. The period of historical significance for this resource is 1890-1945, a prominent period in the development of Berkeley's commercial architecture. Finally, this resource's property boundary is defined as strictly the building itself and no additional elements of the built-environment.

Chapter 8
References Cited

Bean, L. J.

1994 The Ohlone: Past and Present. *Ballena Press Anthropological Papers* No. 42. Ballena Press. Menlo Park, CA.

Bennyhoff, J. A.

1994a The Napa District and Wappo Prehistory. *Toward a New Taxonomic Framework for Central California Archaeology: Essays by James A. Bennyhoff and David A. Fredrickson*, R.E. Hughes, ed., pp. 49–56. Berkeley, CA: Contributions of the University of California Archaeological Research Facility 52.

1994c A Delta Intrusion to the Bay in the Late Middle Period in Central California. *Toward a New Taxonomic Framework for Central California Archaeology: Essays by James A. Bennyhoff and David A. Fredrickson*, R.E. Hughes, ed., pp. 7–13. Berkeley, CA: Contributions of the University of California Archaeological Research Facility 52.

1994b Central California Augustine: Implications for Northern California Archaeology. *Toward a New Taxonomic Framework for Central California Archaeology: Essays by James A. Bennyhoff and David A. Fredrickson*, R.E. Hughes, ed., pp. 65–74. Berkeley, CA: Contributions of the University of California Archaeological Research Facility 52.

Cook, S. F.

1943a The Conflict between the California Indians and White Civilization, I: The Indian Versus the Spanish Mission. *Ibero-Americana 21*, Berkeley, CA.

1943b The Conflict between the California Indians and White Civilization, II: The Physical and Demographic Reaction of the Non-mission Indians in Colonial and Provincial California. *Ibero-Americana 22*, Berkeley, CA.

Crespi, J.

1927 *Fray Juan Crespi: Missionary Explorer on the Pacific Coast 1769–1774*. H. E. Bolton, editor and translator. Berkeley, CA: University of California Press. (Reprinted: AMS Press, New York, 1971).

Davis, J.T.

1961 Trade Routes and Economic Exchange among the Indians of California. Berkeley, CA: *University of California Archaeological Survey Reports* 54. (Reprinted in *Aboriginal California: Three Studies in Culture History*. R. F. Heizer, ed. Berkeley, CA: University of Calif. Press, 1963).

Lamphier-Gregory.

2009 Final Environmental Impact Report, Berkeley Downtown Area Plan. Lamphier-Gregory, Oakland, California.

Elsasser, A. B.

1978 Development of Regional Prehistoric Cultures. In *California*, R.F. Heizer, ed., pp. 37-57. *Handbook of North American Indians*. Vol. 8. Smithsonian Institution, Washington, D.C.

Fredrickson, D. A.
1966 *CCo-308: The Archaeology of a Middle Horizon Site in the Interior Contra Costa County, California*. Masters thesis, Department of Anthropology, University of California, Davis.
1973 Early Cultures of the North Coast Ranges, California. Ph.D. dissertation, Department of Anthropology, University of California, Davis.
1974 Social Change in Prehistory: A Central California Example. '*Antap: California Indian Political and Economic Organization*, L.J. Bean and T.F. King, eds., pp. 57–73. Menlo Park, CA: Ballena Press Anthropological Papers no. 2.
1989 Spatial and Temporal Patterning of Obsidian Materials in the Geyser Region. In *Current Directions in California Obsidian Studies*, edited by R.E. Hughes, pp.95–109. Contributions of the University of California Archaeological Research Facility 48.
1994 Changes in Prehistoric Exchange Systems in the Alamo Locality, Contra Costa County, California. *Toward a New Taxonomic Framework for Central California Archaeology: Essays by James A. Bennyhoff and David A. Fredrickson*, R.E. Hughes, ed., pp. 57–63. Berkeley, CA: Contributions of the University of California Archaeological Research Facility 52.

Groza, R. G.
2002 *An AMS Chronology for Central California Olivella Shell Beads*. Masters thesis, Department of Anthropology, California State University, San Francisco.

Harrington, J. P.
1921 *Chochenyo Fieldnotes*. Manuscript in Survey of California Indian Languages, Department of Linguistics, University of California, Berkeley.
1933 Fieldwork among the Mission Indians of California. Pp. 85–88 in *Explorations and Fieldwork of the Smithsonian Institution in 1932*. Washington, D.C.

Hylkema, M. G.
2002 Tidal Marsh, Oak Woodlands, and Cultural Fluorescence in the Southern San Francisco Bay Region. In *Catalyst to Complexity: Late Holocene Societies of the California Coast*, edited by Erlandson, Jon, Terry L. Jones, and Jeanne E. Arnold, pp. 233–262, Perspectives in California Archaeology 6, Cotsen Institute of Archaeology, University of California, Los Angeles.

Ingram
1998 Differences in Radiocarbon Age Between Shell and Charcoal from a Holocene Shellmound in Northern California. *Quarternary Research* 49: 102-110.

Jackson, T. L.
1986 *Late Prehistoric Obsidian Exchange in Central California*. Ph.D. dissertation, Department of Anthropology, Stanford University.
1989 Late Prehistoric Obsidian Production and Exchange in the North Coast Ranges, California. In *Current Directions in California Obsidian Studies*, edited by R. E. Hughes, pp. 79–94. Contributions of the University of California Archaeological Research Facility no. 48.

JRP Historical Consulting
2004 *California Park Hill Railroad Tunnel Project Historical Resources Inventory and Evaluation Report*. JRP Historical Consulting Services, Davis, California. Record on file, Northwest Information Center, Sonoma State University, Rohnert Park, California.

JRP Historical Consulting
2005 *Historic Properties Inventory and Evaluation: AC Transit East Bay Bus Rapid Transit Project, Volume 1*. JRP Historical Consulting Services, Davis, California.

Jurmain, R.
1983 *The Skeletal Biology of CA-ALA-342*. Coyote Press, Salinas, CA.

Justice, N. D.
2002 *Stone Age Spear and Arrow Points of California and the Great Basi*n. Indiana University Press, Bloomington, IN.

Kroeber, A. L.
1925 [1962] Handbook of the Indians of California. *Bureau of American Ethnology Bulletin 78*,Smithsonian Institution, Dover Publications, Inc., New York.

Levy, R.
1978 Costanoan. In *California*, R.F. Heizer, ed., pp. 485–495. *Handbook of North American Indians. Vol. 8*. Washington, D.C.: Smithsonian Institution.

Meyer, J. and J. S. Rosenthal
1997 Archaeological and Geoarchaeological Investigations at Eight Prehistoric Sites in the Los Vaqueros Reservoir Area, Contra Costa County. *Los Vaqueros Final Report No. 7*. Anthropological Studies Center, Sonoma State University, Rohnert Park, California. Prepared for the Contra Costa Water District, Concord, CA.
1998 *An Archaeological Investigation of Artifacts and Human Remains from CA-CCO-637, Los Vaqueros Project Area, Contra Costa County, California*. Anthropological Studies Center, Sonoma State University Academic Foundation, Rohnert Park, California. Submitted to the Contra Costa Water District, Concord, California. Copies available from Northwest Information Center, Department of Anthropology, Sonoma State University, Rohnert Park, CA.

Milliken, R. T.
1995 *A Time of Little Choice: The Disintegration of Tribal Culture in the San Francisco Bay Area, 1769–1810*. Menlo Park, CA: Ballena Press.

Milliken, Randall, Richard T. Fitzgerald, Mark G. Hylkema, Randy Groza, Tom Origer, David G. Bieling, Alan Levanthal, Randy S. Wiberg, Andrew Gottsfield, Donna Gillette, Viviana Bellifemine, Eric Strother, Robert Cartier, and David A. Fredrickson
2007 Punctuated Cultural Change in the San Francisco Bay Area. In *California Prehistory: Colonization, Culture, and Complexity*, edited by Jones, Terry L, and Kathryn A. Klar, pp. 99–124, AltaMira Press, Plymouth, United Kingdom.

National Park Service (NPS)
2002 How to Apply the National Register Criteria for Evaluation. *National Register Bulletin 15*. Available: <http://www.nps.gov/nr/publications/bulletins/nrb15/.> Accessed February 5, 2014.

Nelson, N. C.
1909 Shellmounds of the San Francisco Bay Region. *University of California Publications in American Archaeology and Ethnology* 7(4):309-356. Berkeley, CA.

Pastron, A. G., and M. R. Walsh
1988 Archaeological Excavations at CA-SFR-112, the Stevenson Street Shellmound, San Francisco, CA. *Archives of California Prehistory 21*. Coyote Press, Salinas, CA.

Pilling
1949 Archeological Site Survey Record for Ala-8. Record on file at the Northwest Information Center, Sonoma State University, Rohnert Park, CA.

Rosenthal, Jeffrey S., and Jack Meyer
2000 A Middle Holocene Olivella Wall-Bead Assemblage from Central California. *Society for California Archaeology Newsletter 34*(4):27–28.
2004 *Landscape Evolution and the Archaeological Record: A Geoarchaeological Study of the Southern Santa Clara Valley and Surrounding Region*. Center for Archaeological Research at Davis Publication 14, University of California, Davis.

Wallace and Lathrop
1975 West Berkeley (CA-Ala-307): A Culturally Stratified Shellmound on the East Shore of San Francisco Bay. *Contributions of the Archaeological Research Facility* No. 29, November 1975.

Weeks, Kay D., and Anne E. Grimmer
1995 *The Secretary of the Interior's Standards for the Treatment of Historic Properties, with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*. Manuscript. Prepared for the National Park Service, Washington, DC.

Wiberg, R. S.
1988 The Santa Rita Village Mortuary Complex (CA-ALA-413): Evidence and Implications of a Meganos Intrusion. *Archives of California Prehistory 18*. Coyote Press, Salinas, CA.
1996 *Archaeological Investigations and Burial Removal at Sites CA-ALA-483, CA-ALA-483 Extension, and CA-ALA-555, Pleasanton, Alameda County, California*. Holman and Associates, San Francisco. Submitted to Davidon Homes, Walnut Creek. Copies available from Northwest Information Center, Sonoma State University, Rohnert Park, CA.

Wohlgemuth, E.
1997 Appendix H: Plant Remains. In *Archaeological and Geoarchaeological Investigations at Eight Prehistoric Sites in the Los Vaqueros Reservoir Area, Contra Costa County, California*, edited by J. Meyer and J. S. Rosenthal, pp. H.1–H.36. Anthropological Studies Center, Sonoma State University Academic Foundation, Rohnert Park, California. Submitted to the Contra Costa Water District, Concord, California. Copies available from Northwest Information Center, Department of Anthropology, Sonoma State University, Rohnert Park, CA.

Yamane, L.
1994 Personal communication with L. J. Bean, in The Ohlone: Past and Present.

Chapter 9
Preparers' Qualifications

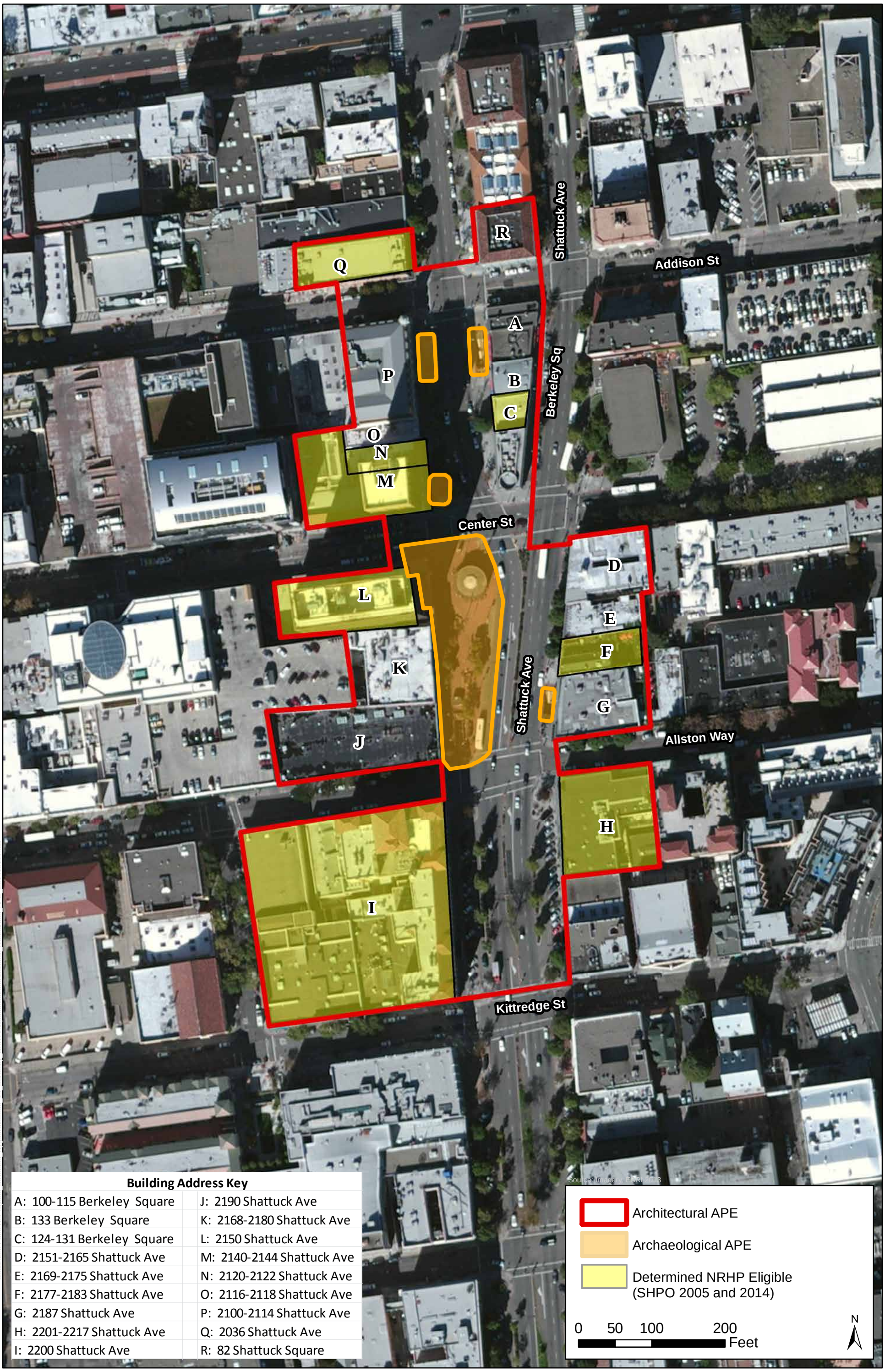
Meg Scantlebury is an architectural historian with significant experience in implementing Section 106 of the National Historic Preservation Act. She has managed complex cultural resources projects, as well as interfaced these requirements with other environmental compliance requirements, including both state and federal natural resource laws. She has experience with both CEQA and NEPA documents, as well as in writing and negotiating multi-agency agreements. She has led teams of up to ten architectural historians in multi-county/multi-state built resources surveys, and the production of associated evaluations, context statements, compliance reports, and property databases. She has written, negotiated and implemented cultural resources compliance and treatments for the first Caltrans public/private partnership contract. Meg has also written and implemented a highly detailed built environment treatment plan for a major transportation project through a national historic landmark district. Meg received her B.S. in Environmental Design from the University of California at Davis, and her M.A. in Historic Preservation from Goucher College in Baltimore, MD.

David Lemon is a historian and architectural historian with over twelve years of experience in the field of cultural resources management. For the past six years, he has served as an ICF cultural resources team member and project leader dedicated to the technical procedures supporting CEQA/NEPA and National Historic Preservation Act (NHPA) Section 106 compliance documents. David is highly adept in archival research methods, fieldwork inventories, authoring historic contexts, and evaluating the historical significance of built-environment resources using National Register of Historic Places and California Register of Historical Resources criteria. David has recorded and assessed the historical significance of numerous types of buildings and structures throughout California, including residential, commercial, and agricultural buildings, transportation corridors, state-owned resources, large-scale water management and irrigations systems, public works infrastructure, railroad systems, and historic bridges and highways. David meets the Secretary of the Interior's Professional Qualifications Standards for work in history and architectural history, and is listed in the California Council for the Promotion of History's Register of Professional Historians (#607). He earned an M.A. in public history from CSU, Sacramento, and is currently a Ph.D. candidate in the history department at UC, Santa Barbara.

Joanne Grant meets the Secretary of the Interior Standards (36 CFR 61) in archaeology, and is certified by the Register of Professional Archaeologists (RPA). She has over nine years of experience in both prehistoric and historic archaeology and has held management positions in fieldwork and lab work in the United States and Europe. She has extensive experience in cultural resource management, including writing technical cultural resource documents, conducting background research and Native American Heritage Commission (NAHC) consultation; and archaeological surveys, evaluations, and consultations within the framework of (NEPA and CEQA regulations. She received her M.A. in Classical Archaeology from Florida State University, Tallahassee.

Appendix A

Area of Potential Effects Maps



Building Address Key		
A: 100-115 Berkeley Square		J: 2190 Shattuck Ave
B: 133 Berkeley Square		K: 2168-2180 Shattuck Ave
C: 124-131 Berkeley Square		L: 2150 Shattuck Ave
D: 2151-2165 Shattuck Ave		M: 2140-2144 Shattuck Ave
E: 2169-2175 Shattuck Ave		N: 2120-2122 Shattuck Ave
F: 2177-2183 Shattuck Ave		O: 2116-2118 Shattuck Ave
G: 2187 Shattuck Ave		P: 2100-2114 Shattuck Ave
H: 2201-2217 Shattuck Ave		Q: 2036 Shattuck Ave
I: 2200 Shattuck Ave		R: 82 Shattuck Square

Cultural Resources Area of Potential Effect
Downtown Berkeley BART Plaza and Transit Area Improvement Project

Appendix B

Consultation Letters to Native Americans

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Linda G. Yamane
P.O. Box 717
Linden, CA 95236

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Ms. Yamane:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

March 11, 2014

Rosemary Cambra, Chairperson
Muwekma Ohlone Indian Tribe of the SF Bay Area
P.O. Box 360791
Milpitas, CA 95036

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Ms. Cambra:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Jakki Kehl
720 North 2nd Street
Patterson, CA 95363

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Jakki Kehl:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

March 11, 2014

Tony Cerda, Chairperson
Coastanoan Rumsen Carmel Tribe
240 East 1st Street
Pomona, CA 91766

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Mr. Cerda:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Andrew Galvan
The Ohlone Indian Tribe
P.O. Box 3152
Fremont, CA 94539

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Mr. Galvan:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Katherine Erolinda Perez
P.O. Box 717
Linden, CA 95236

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Ms. Perez:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Ann Marie Sayers, Chairperson
Indian Canyon Mutsun Band of Coastoan
P.O. Box 28
Hollister, CA 95024

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Ms. Sayers:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Trina Marine Ruano Family
Ramona Garibay, Representative
30940 Watkins Street
Union City, CA 94587

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Trina Marine Ruano Family:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Michelle Zimmer
789 Canada Road
Woodside, CA 94062

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Ms. Zimmer:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

Appendix C

Consultation Letters to Historical Interest Groups

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Berkeley Architectural Heritage Association
2318 Durant Avenue
Berkeley, CA 94704

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Berkeley Architectural Heritage Association:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for

Property Address	Property Name	Previous Designation Status
		listing in the NRHP
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

The Bancroft Library
Reference Desk
University of California
Berkeley, CA 94720

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Bancroft Library:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP

Property Address	Property Name	Previous Designation Status
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Berkeley Digital Library
University of California, Berkeley
299 Evans Hall #6000
Berkeley, CA 94720

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Berkeley Digital Library:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP

Property Address	Property Name	Previous Designation Status
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Berkeley Historical Society
P.O. Box 1190
Berkeley, CA 94701

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Berkeley Historical Society:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP

Property Address	Property Name	Previous Designation Status
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Ms. Sally Zarnowitz, Secretary
Landmarks Preservation Commission
Land Use Planning Division
2120 Milvia Street
Berkeley, CA 94704

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Ms. Zarnowitz:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP

Property Address	Property Name	Previous Designation Status
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

March 11, 2014

Berkeley College of Environmental Design
Environmental Design Archives
University of California, Berkeley
280 Wurster Hall #1820
Berkeley, CA 94720-1820

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Berkeley College of Environmental Design, Environmental Design Archives:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP

Property Address	Property Name	Previous Designation Status
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

March 11, 2014

Berkeley College of Environmental Design
Department of City and Regional Planning
University of California, Berkeley
228 Wurster Hall #1850
Berkeley, CA 94720-1850

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Berkeley College of Environmental Design, Department of City and Regional Planning:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for

Property Address	Property Name	Previous Designation Status
		listing in the NRHP
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

Appendix D

Records Search


Richmond 80
Briones Valley 69
Oakland West 81
Oakland East 80
BERKELEY
UNIVERSITY OF CALIFORNIA
Berekley BART Project Area
1/4 mi Record Search Area
Quad Name, Year
N
0
0.25
0.5
Miles
Record Search
Berkeley BART

Northwest Information Center Report Detail Record: S-000779

Previous designation(s):

PDF file: \\NIC-S-DC02\Group\library\pdf-library\reports\779.pdf

Citation Information

Authors: David Chavez

Year: 1977

Title: Preliminary Cultural Resources Assessment of the East Bay Municipal Utility District (EBMUD) Wet Weather Facilities/Overflow Project Facilities Sites, Alameda and Contra Costa Counties, California

Originator:

No. Pages: 29

Report Type(s): Archaeological survey
Records/literature search

No.Resources: 11

No. Informal:

Collections:

Accession No.:

Facility:

Disclosure: Not for publication

Associated Resources

Primary No.	*HRI No.*	*Trinomial*	*Name*
P-01-000082		CA-ALA-305	Nelsons 305
P-01-000086		CA-ALA-309	Nelson's 309
P-01-000087		CA-ALA-310	Nelsons 310
P-01-000088		CA-ALA-311	Nelson's 311
P-01-000089		CA-ALA-312	Nelson's 312
P-01-000090		CA-ALA-313	Nelson's 313
P-01-000097		CA-ALA-320	Nelson's 320
P-07-000046		CA-CCO-29	
P-07-000178		CA-CCO-301	Nelson's 301
P-07-000179		CA-CCO-302	Nelson No. 302
P-07-000180		CA-CCO-303	Nelson No. 303

Notes

See also S-12958. Only a small part of the project area was included in the field survey. The resource described in the report as CA-ALA-29 (P-01-000049) is CA-CCO-29 (P-07-000046).

Location Info

County(ies): Alameda
Contra Costa

USGS 7.5' Quads: Hunters Point
Oakland East
Oakland West
Richmond
San Leandro

Address:

Database Record Metadata

	Date	*User*	
Entered:	4/7/2005	nwic-main	
Last Modified:	9/16/2013	HagelL	
IC Actions:	*Date*	*User*	*Action taken*
	4/7/2005	jay	Appended records from NWICmain bibliographic database.

Record Status:

Date Mapped:

Northwest Information Center Report Detail Record: S-001972

Previous designation(s):
PDF file: None

Citation Information

Authors: Colin I. Busby
James C. Bard
Year: 1978
Title: An Archaeological Assessment of Nine Proposed Park Development Locations, City of Berkeley, California
Originator: Basin Research Associates
No. Pages: 17
Report Type(s): Archaeological survey
No.Resources: 0
No. Informal:
Collections:
Accession No.:
Facility:
Disclosure: Not for publication

Associated Resources

Notes

Location Info

County(ies): Alameda
USGS 7.5' Quads: Oakland East
Oakland West
Richmond
Address:

Database Record Metadata

	Date	User	
Entered:	4/7/2005	nwic-main	
Last Modified:	9/25/2012	hagell	
IC Actions:	*Date*	*User*	*Action taken*
	4/7/2005	jay	Appended records from NWICmain bibliographic database.

Record Status:
Date Mapped:

Northwest Information Center Report Detail Record: S-004950

Previous designation(s):

PDF file: \\NIC-S-DC02\Group\library\pdf-library\reports\4950.pdf

Citation Information

Authors: Margaret Buss

Year: 1982

Title: Archaeological Survey Report for Proposed High Occupancy Vehicle Lanes from the Bay Bridge to Carquinez Bridge, 04-ALA/CC-80 2.0/8.0, 0.0/14.1 04209-400211

Originator: Caltrans

No. Pages: 29

Report Type(s): Archaeological survey

No.Resources: 4

No. Informal:

Collections:

Accession No.:

Facility:

Disclosure: Not for publication

Associated Resources

Primary No.	*HRI No.*	*Trinomial*	*Name*
P-01-000081		CA-ALA-304	Nelsons 304
P-01-000082		CA-ALA-305	Nelsons 305
P-07-000318		CA-CCO-547	
P-07-000672		CA-CCO-246	Nelson #432, Loud #432

Notes

Location Info

County(ies): Alameda
Contra Costa

USGS 7.5' Quads: Benicia
Mare Island
Oakland West
Richmond

Address:

Database Record Metadata

	Date	*User*	
Entered:	4/7/2005	nwic-main	
Last Modified:	9/14/2012	hagell	
IC Actions:	*Date*	*User*	*Action taken*
	4/7/2005	jay	Appended records from NWICmain bibliographic database.

Record Status:

Date Mapped:

Northwest Information Center Report Detail Record: S-005625

Previous designation(s):

PDF file: \\NIC-S-DC02\Group\library\pdf-library\reports\5625.pdf

Citation Information

Authors: William Roop

Year: 1982

Title: Archaeological reconnaissance of the proposed Biological Sciences construction and alterations project, University of California at Berkeley (letter report)

Originator: Archaeological Resource Service

No. Pages: 5

Report Type(s): Archaeological survey

No.Resources: 0

No. Informal:

Collections:

Accession No.:

Facility:

Disclosure: Not for publication

Associated Resources

Notes

Location Info

County(ies): Alameda

USGS 7.5' Quads: Oakland West

Address:

Database Record Metadata

	Date	*User*	
Entered:	4/7/2005	nwic-main	
Last Modified:	9/25/2012	hagell	
IC Actions:	*Date*	*User*	*Action taken*
	4/7/2005	jay	Appended records from NWICmain bibliographic database.

Record Status:

Date Mapped:

Northwest Information Center Report Detail Record: S-024284

Previous designation(s):

PDF file: \\NIC-S-DC02\Group\library\pdf-library\reports\24284.pdf

Citation Information

Authors: Lorna Billat
Chris Jensen

Year: 2001

Title: Proposed Cellular Facility (Nextel Site Number: CA-067G/South Berkeley) in Downtown Berkeley, California (letter report)

Originator: Earth Touch, LLC

No. Pages: 25

Report Type(s): Archaeological survey
Architectural survey

No.Resources: 1

No. Informal: 0

Collections:

Accession No.:

Facility:

Disclosure: Not for publication

Associated Resources

Primary No.	*HRI No.*	*Trinomial*	*Name*
P-01-005706	4701-0714-0000		Chamber of Commerce Building

Notes

The Chamber of Commerce building (2140 Shattuck Avenue, Berkeley) is listed in the National Register & is a City of Berkeley Landmark. The P# was assigned to the National Register form by OHP.

Location Info

County(ies): Alameda

USGS 7.5' Quads: Briones Valley
Oakland East
Oakland West
Richmond

Address:

Database Record Metadata

	Date	*User*
Entered:	4/7/2005	nwic-main
Last Modified:	10/29/2012	hagell

IC Actions:

Date	*User*	*Action taken*
4/7/2005	jay	Appended records from NWICmain bibliographic database.

Record Status:

Date Mapped:

Northwest Information Center Report Detail Record: S-029541

Previous designation(s):
PDF file: None

Citation Information

Authors: Allen G. Pastron
R. Keith Brown
Year: 2000
Title: Historical and Cultural Resource Assessment, Proposed Telecommunications Facility, Site No. PL-386-02, 2000 Hearst Avenue, Berkeley, California. (letter report)
Originator: Brown & Mills, Inc.
No. Pages: 6
Report Type(s): Archaeological survey
Historic study
No.Resources: 0
No. Informal:
Collections:
Accession No.:
Facility:
Disclosure: Not for publication

Associated Resources

Notes

Location Info

County(ies): Alameda
USGS 7.5' Quads: Oakland West
Address:

Database Record Metadata

	Date	*User*
Entered:	4/25/2005	leigh
Last Modified:	5/31/2007	hagell
IC Actions:		
Record Status:		
Date Mapped:		

Northwest Information Center Report Detail Record: S-029683

Previous designation(s):
PDF file: None

Citation Information

Authors: Lorna Billat
Year: 2005
Title: Roof Mounted Antennas, and Lease Area Inside Building, Downtown Berkeley/CA-2521, 2054 University Avenue, Berkeley, CA.
Originator: Earth Touch, Inc.
No. Pages: 35
Report Type(s): Archaeological survey
Architectural survey
No.Resources: 1
No. Informal:
Collections:
Accession No.:
Facility:
Disclosure: Not for publication

Associated Resources

Primary No.	*HRI No.*	*Trinomial*	*Name*
P-01-010708	4701-0656-0000		Koerber Building

Notes

Location Info

County(ies): Alameda
USGS 7.5' Quads: Oakland West
Address:

Database Record Metadata

	Date	*User*
Entered:	4/21/2005	leigh
Last Modified:	10/26/2012	hagell
IC Actions:		
Record Status:		
Date Mapped:		

Northwest Information Center Report Detail Record: S-030787

Previous designation(s):
PDF file: \\NIC-S-DC02\Group\library\pdf-library\reports\30787.pdf

Citation Information

Authors: Benjamin Ananian
Year: 2005
Title: 2802 Shattuck Avenue, Berkeley, Alameda County (letter report)
Originator: Ananian Associates
No. Pages: 2
Report Type(s): Archaeological survey
No.Resources: 0
No. Informal:
Collections:
Accession No.:
Facility:
Disclosure: Not for publication

Associated Resources

Notes

Location Info

County(ies): Alameda
USGS 7.5' Quads: Oakland West
Address:

Database Record Metadata

	Date	*User*
Entered:	12/13/2005	kellyn
Last Modified:	10/9/2013	hagell
IC Actions:		
Record Status:		
Date Mapped:		

Northwest Information Center Report Detail Record: S-031768

Previous designation(s):
PDF file: None

Citation Information

Authors: Jason A. Coleman
Year: 2006
Title: Cultural Resources Survey Report for the Brimmer WRP Project, Solano County, California
Originator: Solano Archaeological Services
No. Pages: 42
Report Type(s): Archaeological survey
No.Resources: 0
No. Informal:
Collections:
Accession No.:
Facility:
Disclosure: Not for publication

Associated Resources

Notes

Location Info

County(ies): Solano
USGS 7.5' Quads: Liberty Island
Address:

Database Record Metadata

	Date	*User*
Entered:	8/15/2006	jill
Last Modified:	10/22/2008	hagell
IC Actions:		
Record Status:		
Date Mapped:		

Northwest Information Center Report Detail Record: S-031825

Previous designation(s):

PDF file: \\NIC-S-DC02\Group\library\pdf-library\reports\31825.pdf

Citation Information

Authors: Suzanne Baker

Year: 2005

Title: Positive Archaeological Survey Report for the Alameda-Contra Costa Transit District's East Bay Bus Rapid Transit Project in Berkeley, Oakland, and San Leandro

Originator: Archaeological/Historical Consultants

No. Pages: 116

Report Type(s): Archaeological survey

No.Resources: 23

No. Informal:

Collections:

Accession No.:

Facility:

Disclosure: Not for publication

Associated Resources

Primary No.	*HRI No.*	*Trinomial*	*Name*
P-01-000026		CA-ALA-5	Nelson's 314a
P-01-000031		CA-ALA-10	
P-01-000042		CA-ALA-22	Easton Building
P-01-000091		CA-ALA-314	Nelson's 314
P-01-000092		CA-ALA-315	Nelson's 315
P-01-010520			Oakland Block 55
P-01-010530			ESA-OAK-001b
P-01-010531			ESA-OAK-001c
P-01-010535			
P-01-010538		CA-ALA-607	site of old Kellogg School
P-01-010600			Castro/McHenry Site
P-01-010690			AC-149
P-01-010691			AC-150
P-01-010692			AC-151
P-01-010693			AC-152
P-01-010694			AC-153
P-01-010695			AC-154
P-01-010696			AC-155
P-01-010697			AC-156
P-01-010698			AC-157
P-01-010699			AC-158
P-01-010700			AC-159
P-01-010701			

Notes

See also S-38249, S-38456, S-38767, & S-38768.

Location Info

County(ies): Alameda

USGS 7.5' Quads: Hayward
Oakland East
Oakland West
San Leandro

Address:

Database Record Metadata

	Date	*User*
Entered:	8/16/2006	jill
Last Modified:	10/26/2012	hagell
IC Actions:		

Northwest Information Center Report Detail Record: S-038249

Previous designation(s):

PDF file: \\NIC-S-DC02\Group\library\pdf-library\reports\38249.pdf

Citation Information

Authors: Suzanne Baker

Year: 2010

Title: Historic Property Survey Report, the Alameda County Transit District's East Bay Bus Rapid Transit Project in Berkeley, Oakland, and San Leandro

Originator: Archaeological/Historical Consultants

No. Pages: 38

Report Type(s): Archaeological survey
Architectural survey

No.Resources: 1

No. Informal: 0

Collections:

Accession No.:

Facility:

Disclosure: Not for publication

Associated Resources

Primary No.	*HRI No.*	*Trinomial*	*Name*
P-01-010808			Central Bank Building

Notes

The appendices listed in the Table of Contents are missing from this copy of the report. See also S-31825, S-38456, S-38767 & S-38768.

Location Info

County(ies): Alameda
Contra Costa

USGS 7.5' Quads: Oakland East
Oakland West
Richmond
San Leandro

Address:

Database Record Metadata

	Date	*User*
Entered:	10/19/2011	jordanl
Last Modified:	6/26/2013	HagelL

IC Actions:

Record Status:

Date Mapped:

Northwest Information Center Report Detail Record: S-038767

Previous designation(s):

PDF file: \\NIC-S-DC02\Group\library\pdf-library\reports\38767.pdf

Citation Information

Authors: Suzanne Baker

Year: 2011

Title: Addendum Historic Property Survey Report, the Alameda County Transit Project in Berkeley, Oakland, and San Leandro

Originator: Archaeological/Historical Consultants

No. Pages: 26

Report Type(s): Archaeological Eval: NRHP
Architectural Eval: NRHP

No.Resources: 0

No. Informal:

Collections:

Accession No.:

Facility:

Disclosure: Not for publication

Associated Resources

Notes

See also S-31825, S-38249, S-38456, & 38768

Location Info

County(ies): Alameda

USGS 7.5' Quads: Hayward
Oakland East
Oakland West
San Leandro

Address:	*Address*	*City*	*Assessor's parcel no.*
		Oakland	

Database Record Metadata

	Date	*User*
Entered:	4/18/2012	guldenj
Last Modified:	10/26/2012	hagell
IC Actions:		
Record Status:		
Date Mapped:	4/20/2012	

Northwest Information Center Report Detail Record: S-039397

Previous designation(s):

PDF file: \\NIC-S-DC02\Group\library\pdf-library\reports\39397.pdf

Citation Information

Authors: Allen G. Pastron

Year: 2008

Title: Executive Summary of Results of On-Site Archaeological Monitoring and Evaluation at the 2055 Center Street Project, City of Berkeley, Alameda County, California (letter report)

Originator: Archeo-Tec

No. Pages: 12

Report Type(s): Monitoring report

No.Resources: 0

No. Informal: 1

Collections: Yes

Accession No.:

Facility:

Disclosure: Not for publication

Associated Resources

Notes

Location Info

County(ies): Alameda

USGS 7.5' Quads: Oakland West

Address:	*Address*	*City*	*Assessor's parcel no.*
	2055 Center Street	Berleley	057-202300603

Database Record Metadata

	Date	*User*
Entered:	9/21/2012	baileyl
Last Modified:	10/26/2012	hagell
IC Actions:		
Record Status:	Verified	
Date Mapped:	9/28/2012	

Northwest Information Center Report Detail Record: S-040215

Previous designation(s):

PDF file: \\NIC-S-DC02\Group\library\pdf-library\reports\40215.pdf

Citation Information

Authors: Michael Hibma

Year: 2013

Title: Architectural Significance Evaluations of Three Garages at 1931, 1933, and 1935 Addison Street, Berkeley, Alameda County, California (LSA Project #SEG1201) (letter report)

Originator: LSA Associates, Inc.

No. Pages: 41

Report Type(s): Architectural Eval: CRHR
Architectural survey

No.Resources: 3

No. Informal: 0

Collections:

Accession No.:

Facility:

Disclosure: Unrestricted

Associated Resources

Primary No.	*HRI No.*	*Trinomial*	*Name*
P-01-011384			1931 Addison Street
P-01-011385			1933 Addison Street
P-01-011386			1935 Addison Street

Notes

Location Info

County(ies): Alameda

USGS 7.5' Quads: Oakland West

Address:

Address	*City*	*Assessor's parcel no.*
1931 Addison Street	Berkeley	057-2024-005-014
1933 Addison Street	Berkeley	057-2024-007-00
1935 Addison Street	Berkeley	057-2024-007-00

Database Record Metadata

	Date	*User*
Entered:	3/8/2013	baileyl
Last Modified:	10/9/2013	hagell
IC Actions:		

Record Status: Verified

Date Mapped: 3/13/2013

Northwest Information Center Report Detail Record: S-040638

Previous designation(s):

PDF file: \\NIC-S-DC02\Group\library\pdf-library\reports\40638.pdf

Citation Information

Authors: Jeffrey E. Pearson
Kathleen A. Crawford

Year: 2013

Title: Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC, Candidate BA02010A (Personal Communication System Roofing Antenna), 2116 Bancroft Way, Berkeley, Alameda County, California (letter report)

Originator: Michael Brandman Associates

No. Pages: 32

Report Type(s): Archaeological survey

No.Resources: 0

No. Informal:

Collections:

Accession No.:

Facility:

Disclosure: Not for publication

Associated Resources

Notes

Location Info

County(ies): Alameda

USGS 7.5' Quads: Oakland West

Address:	*Address*	*City*	*Assessor's parcel no.*
	2116 Bancroft Way	Berkeley	

Database Record Metadata

	Date	*User*
Entered:	5/24/2013	baileyl
Last Modified:	6/26/2013	HagelL
IC Actions:		

Record Status: Verified

Date Mapped: 6/5/2013

Appendix E

Department of Parks and Recreation Forms

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) 2036 Shattuck Avenue

P1. Other Identifier: S. H. Kress & Co. Building

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

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

***b. USGS 7.5' Quad** Oakland West **Date** 1959; photorevised 1980 **T**___; **R** ___; ___ ¼ **of Sec** ___; _____ **B.M.**

c. Address 2036 Shattuck Avenue City Berkeley Zip 94704

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number 057-202500600

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

The Kress building located at 2036 Shattuck Avenue is a large, two-part vertical commercial block Art Deco building with a flat roof, steel frame and concrete construction, and clad in buff-colored brick and terra cotta ornamentation. The building's east facing façade has four distinct vertical sections—or zones—consisting of the initial street level, the marquee, the prominent upper zone of the building, and the parapet (**Photograph 1**). The street level—or lower zone—consists of a large enframed window wall sectioned by three piers clad in brick, and a pair of double glass doors at the southern end of the window wall. The second level—composed primarily of a module that separates the lower and upper zones of the building—consists of a copper marquee and narrow awning supported by a series of nine pylons. Current signage on the marquee reads "Half Price Books." **See Continuation Sheet, Page 3**.

***P3b. Resource Attributes:** (List attributes and codes)

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

P5b. Description of Photo: (View, date, accession #) View to northwest of façade and south elevation. February 27, 2014.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1933/City of Berkeley

***P7. Owner and Address:**
John Gordon Commercial Real Estate
2091 Rose Street
Berkeley, CA 94709

***P8. Recorded by:** (Name, affiliation, address)
David Lemon
ICF International
630 K Street
Sacramento CA 95814

***P9. Date Recorded:** February 27, 2014

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

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") ICF International. 2014. DRAFT *Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project, Berkeley, Alameda County*. April. ICF Project 0036.14, Task 001. Sacramento, CA. Prepared for San Francisco Bay Area Rapid Transit District, Oakland, CA.

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

***NRHP Status Code** 3S

***Resource Name or #** (Assigned by recorder) 2036 Shattuck Avenue

B1. Historic Name: S. H. Kress & Co. Building

B2. Common Name: Half Price Books; California Jazz Conservatory

B3. Original Use: Commercial B4. Present Use: Commercial

***B5. Architectural Style:** Art Deco Moderne

***B6. Construction History:** (Construction date, alteration, and date of alterations) Constructed in 1933. 1990: existing built-up roof removed and replaced with ½" fiberboard and 45 gauge single ply rubber roof. 1999: windows added to third floor of north elevation; threshold of double door at south elevation lowered for ADA compliance. Modifications complied with Berkeley Downtown Design Guidelines and Secretary of the Interior's Standards for the Treatment of Historic Properties.

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

***B8. Related Features:** _____

B9. Architect: Edward F. Sibbert b. Builder: Dinwiddie Construction Company

***B10. Significance: Theme** Commercial architecture **Area** Berkeley

Period of Significance 1929-1944 **Property Type** Commercial building **Applicable Criteria** C/3

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

The Kress building located at 2036 Shattuck Avenue appears to qualify for listing in the NRHP under Criterion C for its distinctive characteristics of type, period, and method of construction demonstrated by its 1930s Art Deco design within the context of S. H. Kress & Co. 5-10-25 Cent store construction during the tenure of the company's chief architect Edward F. Sibbert. The building was constructed in 1933. The period of historical significance for the building is 1929-1944, the fifteen years in which Sibbert had a direct and profound influence on the architectural style of Kress buildings. The City of Berkeley designated 2036 Shattuck Avenue local historic landmark #41 in 1981.

See Continuation Sheet, Page 4.

(Sketch Map with north arrow required.)

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

***B12. References:** See references cited chapter in *ICF International. 2014. DRAFT Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project*, Berkeley, Alameda County.

B13. Remarks:

***B14. Evaluator:** David Lemon, ICF International

***Date of Evaluation:** March 27, 2014

(This space reserved for official comments.)

***P3a. Description (continued):**

The third and prominent upper zone level of the building displays a series of three vertically extended narrow double-tiered windows flanked by pairs of single, double-tiered windows. This fenestration style on the façade, with its pronounced vertical lines, gives the building its distinctive Art Deco character. The windows are edged and capped with terra cotta ornamental relief and an extended decorative band runs horizontally across the upper segment of each window. The fourth and final segment of the building is the chevron-lined parapet recalling the Zigzag Moderne style. The parapet is interrupted by large and small alternating terra cotta sculptures—five run along the parapet at the façade, and thirteen run at the south elevation. The southern elevation fronting Addison Street is similar in style to the building's primary upper zone with its narrow double-tiered fenestration. A vertically extended roof section displaying the Kress logo is located at the western-most end of the south elevation (Photograph 2). The building is currently occupied by the California Jazz Conservatory, UC Berkeley offices, and a retail bookstore.

P5a-b. Photographs (continued):

Photograph 2. View to northeast of south elevation. March 27, 2014.

***B10. Significance (continued from Page 2):**

S. H. Kress & Co. is considered one of the most prevailing retail businesses of the twentieth century. The chain of Kress department stores began in 1896 as purveyors of affordable domestic merchandise. Within a decade, Kress himself formed an in-house architectural team to design new buildings as the chain expanded, the result of which was a high artistic design aesthetic distinctive to each Kress store. Kress announced to the public in 1931 that it would embark upon a "new style" of Art Deco design for future buildings, and one year later in 1932 Kress chief architect Edward F. Sibbert designed and oversaw construction of the building at 2036 Shattuck Avenue. From 1929 to 1944, Sibbert's

tenure with Kress resulted in the design of more than fifty stores considered to be the most prolific and celebrated stock of Kress buildings in their intentional display of fully integrated Art Deco and Zigzag Moderne features and terra cotta ornamentation.

Although this property is illustrative of commercial development in the City of Berkeley, the building itself does not appear to be directly associated with important historical events that have contributed significantly to the commercial relevance and growth of Berkeley, the state of California, or the nation. Under Criterion A of the NRHP, the direct measure of significance of a resource's association with historical events is crucial in terms of meeting this particular criterion. Mere association with a historic trend or event would not qualify a resource under Criterion A. In this instance, the building's historical purpose and usage as a commercial space should itself also prove to be significant in commercial history, and the historical record implies 2036 Shattuck Avenue falls short of meeting this mark. Therefore, the building does not appear to meet NRHP Criterion A.

The building does not appear to be significant under Criterion B, for its association with Samuel Kress or Edward Sibbert. Though a case could be made for Kress's historical notoriety within the field of commerce, and the man undoubtedly gained importance within his professional group of merchants at the time, Kress the individual and events surrounding his productive life had no direct association with the building at 2036 Shattuck Avenue. Put another way, among the extant collection of Kress buildings throughout the country, this particular building does not appear to be a standout representation of Kress's personal achievements in commerce. A much more substantial scenario for a case under Criterion B would be if Kress's personal office was located within this particular building, or if, for example, 2036 Shattuck Avenue was his flagship store. Further, the success and productivity of business operations at S. H. Kress & Co. indisputably functioned at the hands of many important individuals throughout a chain of nearly 400 stores in twenty-eight states at the peak of operations; thus further weakening the case for any individualistic association with this building. As for Sibbert, his association with the building is architectural in nature, and any successful argument for significance in that regard would be more suitable under the Criterion C requirement for the work of a master architect.

In regards to NRHP Criterion C, this prominent building exemplifies the key character-defining features of the Art Deco style, including the trademark rectilinear geometric forms as displayed in the building's dramatic vertical bands of windows spanning nearly the full height of the facade. The staccato rhythm of smaller and larger terra cotta sculptures along the parapet, and the decorative striations and abstract relief embellishing the wall surface, are all representative of the 1930s Art Deco style. As such, the building appears to qualify for listing in the NRHP under Criterion C at the local level of significance for its distinct characteristics of type, period, and method of construction.

The building retains a very high degree of historical integrity to its original design, location, materials, feeling, and association. In the 1990s, the existing built-up roof was removed and replaced with half-inch fiberboard and a forty-five gauge single-ply rubber roof. In 1999, windows were added to the north elevation's third floor and the double-door wall opening at the south elevation was lowered for ADA compliance. These modifications complied with Berkeley Downtown Design Guidelines and Secretary of the Interior's Standards for the Treatment of Historic Properties.

This property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of CEQA guidelines, and using the criteria outlined in PRC 5024.1, the property appears to be a historical resource for the purposes of CEQA.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5S1, 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) 82 Shattuck Square

P1. Other Identifier: 82 Shattuck Square

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

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

***b. USGS 7.5' Quad** Oakland West **Date** 1959; photorevised 1980 **T**___; **R** ___; ___ ¼ **of Sec** ___; _____ **B.M.**

c. 82 Shattuck Square City Berkeley Zip 94704

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number 057-203300400

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

The building at 82 Shattuck Square is a two-part commercial block building with a massing, style, and composition prevalent among small and moderate-sized commercial buildings throughout major U.S. cities from the mid-nineteenth to mid-twentieth century. The building's horizontal division distinguishes the upper zone dedicated to private office or dwelling spaces, from the lower zone devoted to public space, or retail units in the case of this building. Architecturally, the building conveys elements of the Spanish Colonial style.

***P3b. Resource Attributes:** (List attributes and codes)

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

P5b. Description of Photo: (View, date, accession #) View to northeast of west and south elevations. February 27, 2014.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1926/City of Berkeley

***P7. Owner and Address:**
Paul Goldstone
82 Shattuck Square
Berkeley, CA 94704

***P8. Recorded by:** (Name, affiliation, address)
David Lemon
ICF International
630 K Street
Sacramento CA 95814

***P9. Date Recorded:** February 27, 2014

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

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") ICF International. 2014. DRAFT *Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project, Berkeley, Alameda County*. April. ICF Project 0036.14, Task 001. Sacramento, CA. Prepared for San Francisco Bay Area Rapid Transit District, Oakland, CA.

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

***NRHP Status Code** 5S1, 6Z

***Resource Name or #** (Assigned by recorder) 82 Shattuck Square

B1. Historic Name: Shattuck Square

B2. Common Name: 82 Shattuck Square

B3. Original Use: Commercial B4. Present Use: Commercial

***B5. Architectural Style:** Varied with Spanish Colonial elements

***B6. Construction History:** (Construction date, alteration, and date of alterations) Constructed in 1926. 1950s: clerestory windows removed.

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

***B8. Related Features:** _____

B9. Architect: James Miller and Timothy Pflueger Builder: Unknown

***B10. Significance: Theme** Commercial architecture **Area** Berkeley

Period of Significance N/A **Property Type** Commercial building **Applicable Criteria** N/A

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

The building at 82 Shattuck Square does not appear to qualify for listing in the NRHP under any of the applicable criteria. In 1984, the building was designated City of Berkeley Landmark #78. Francis Shattuck originally deeded the city block that today holds 48, 64, and 82 Shattuck Square to the Southern Pacific Railroad. By 1926, a company called Berkeley Terminal Properties had acquired ownership and developed the block, retaining the architectural services of James Miller and Timothy Pflueger. In the 1930s the three separate Shattuck Square buildings fell into separate ownership and so begun their piecemeal aesthetic and structural modifications, including the wholesale removal of the clerestory windows.

(Sketch Map with north arrow required.)

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

***B12. References:** See references cited chapter in *ICF International. 2014. DRAFT Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project*, Berkeley, Alameda County.

B13. Remarks:

***B14. Evaluator:** David Lemon, ICF International

***Date of Evaluation:** March 27, 2014

(This space reserved for official comments.)

***B10. Significance (continued from Page 2):**

Under Criterion A, the building does not appear to be associated with events that have made a significant contribution to patterns in history, such as early twentieth-century commercial development in the City of Berkeley. The building is not associated with known persons of historical significance at the local, state, or national level (Criterion B). The building itself displays only minimal attributes of its architectural style, and is one of several examples of commercial buildings in the downtown Berkeley area, with finer representations located along Shattuck Avenue, between University Avenue and Durant. Further, the building's architectural style is not an exemplary model of construction within the context of commercial development in Berkeley. Therefore, it does not appear to represent a significant example of a type, period, or method of construction. Although master architect Timothy Pflueger had a hand in designing this building, his association with 82 Shattuck Square would not alone qualify it for listing in the NRHP under Criterion C simply because the building was designed by a prominent architect. Further, much finer and celebrated examples of Pflueger's architectural work exist throughout San Francisco. Therefore, this building does not qualify for listing in the NRHP under Criterion C.

82 Shattuck Square is a locally designated landmark and is therefore a historical resource for the purposes of CEQA.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) BART Downtown Berkeley Station Plaza

P1. Other Identifier: BART Downtown Berkeley Station Plaza

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

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

***b. USGS 7.5' Quad** Oakland West **Date** 1959; photorevised 1980 **T**___; **R** ___; ___ ¼ **of Sec** ___; _____ **B.M.**

c. City Berkeley Zip 94704

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) The Rotunda is located at the BART Downtown Berkeley Station, on the southwest corner of Center Street and Shattuck Avenue.

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

The Downtown Berkeley Station plaza occupies the eastern portion of the city block bound by Center Street, Shattuck Avenue, Allston Way, and Milvia Street. The plaza fronts the 2100 block of Shattuck Avenue, spanning approximately 310 feet north to south and reaches roughly 85 feet deep at the northern end, and 45 feet deep at the southern end. Built features of the plaza are concentrated at the southern end of the plaza, including the stairway leading to the underground station platform and several planters, benches, and pole lighting structures. (**Photograph 1**).

See Continuation Sheet, Page 3.

***P3b. Resource Attributes:** (List attributes and codes)

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

P5b. Description of Photo: (View, date, accession #) Photograph 1. View to northeast. February 27, 2014.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1972/City of Berkeley

***P7. Owner and Address:**
San Francisco Bay Area Rapid Transit District
P.O. Box 12688
Oakland, CA 94604

***P8. Recorded by:** (Name, affiliation, address)
David Lemon
ICF International
630 K Street
Sacramento CA 95814

***P9. Date Recorded:** February 27, 2014

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

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") ICF International. 2014. DRAFT *Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project, Berkeley, Alameda County*. April. ICF Project 0036.14, Task 001. Sacramento, CA. Prepared for San Francisco Bay Area Rapid Transit District, Oakland, CA.

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

B1. Historic Name: N/A
B2. Common Name: BART Downtown Berkeley Station Plaza
B3. Original Use: BART station B4. Present Use: BART station
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations) Constructed in 1972.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** _____
B9. Architect: Maher & Martens (rotunda Builder: Unknown
***B10. Significance: Theme** Local transportation **Area** Berkeley
Period of Significance None **Property Type** N/A **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Downtown Berkeley BART Plaza Rotunda does not appear to qualify for listing in the NRHP under any of the applicable criteria, nor does the structure appear to qualify for listing in the NRHP under Criterion Consideration G for a property that has achieved significance within the last 50 years. The structure was built in 1972. The citizens of Berkeley were influential in the creation of BART through the City. The community had initially agreed to the combination of a street-level and subway route through the City, but these sentiments later evolved into a consensus for a subway line only that ran underneath Shattuck Avenue. The Downtown Berkeley BART station and associated plaza—the focal point of this study—opened to the public in January 1973 as part of the extension line between the MacArthur and Richmond stations. The historical record implies a largely collaborative effort among many parties in the design and construction of the station plaza at Shattuck Avenue and Center Street. As-built drawings for the station indicate Henry Martens of Maher & Martens was the project architect, and Parsons Brinckerhoff-Tudor-Bechtel was positioned as the engineering consultant during the 1970 construction phase.

See Continuation Sheet, Page 3.

(Sketch Map with north arrow required.)

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:** See references cited chapter in *ICF International. 2014. DRAFT Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project*, Berkeley, Alameda County.
B13. Remarks:

***B14. Evaluator:** David Lemon, ICF International

***Date of Evaluation:** March 27, 2014

(This space reserved for official comments.)

***P3a. Description (continued from Page 1):**

The plaza rotunda stands out as the focal piece of the plaza, located at the north end of the plaza. The rotunda structure itself covers the main underground entryway to the station's platform, and consists of a 24-sided polygon shape, or icosikaitera, capped with a skylight. Each side of the icosikaitera displays narrow vertical windows shaped with arched lines at the top and straight bottoms. Single segmented windows are positioned at the bottom of each larger window. Smaller windows span the upper portion of the rotunda above the entrance overhang. A pedestrian entrance opening with a moderate overhang leading to two escalators is located on the west side of the structure. The rotunda structure and the Great Western high-rise building located directly behind the plaza at 2150 Shattuck Avenue share a common yet moderate design aesthetic in their strong, vertical lines and window placement.

***B10. Significance (continued from Page 2):**

Under Criterion A, the structure does not appear to be associated with events that have made a significant contribution to patterns in history, such as late twentieth-century transportation development in the City of Berkeley. The structure is not associated with known persons of historical significance at the local, state, or national level (Criterion B). The structure itself does not convey notable attributes of an architectural style or possess high artistic value. Therefore, it does not appear to represent a significant example of a type, period, or method of construction under Criterion C. In rare instances, transportation features can serve as sources of important information about historic construction materials or technologies as defined in NRHP Criterion D; however, the rotunda is otherwise documented and is not a source of important information in this regard. The property boundary for this resource is defined as strictly the building itself and no additional elements of the built-environment.

As mentioned above, the rotunda itself and the high-rise building located directly behind it share a common design aesthetic. However, while temperately similar in design of materials and window configuration, the rotunda is not considered to be a historical resource based upon its aesthetic similarities to the NRHP eligible Great Western Building, a building (addressed in further detail below) that meets the requirements for listing in the NRHP under Criterion C only for its engineering achievements (type or method of construction). Thus, the rotunda structure is not considered to be a feature that is related, character-defining, contributing, or ancillary in any way to the NRHP eligible Great Western Building.

Downtown Berkeley BART Plaza was evaluated in accordance with Section 15064.5 (a)(2)-(3) of CEQA guidelines, and using the criteria outlined in PRC 5024.1, the property appears to not be a historical resource for the purposes of CEQA.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

UPDATE SHEET

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S

 ***Resource Name or #** (Assigned by recorder) 2150 Shattuck Avenue

***Recorded by** David Lemon *Date February 27, 2014 ☐ Continuation ☒ Update

P1. Other Identifier: c. Address 2150 Shattuck Avenue City Berkeley Zip 94704

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 057-2030001

***P3a. Description:** Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in February 1979.

***P8. Recorded by:** David Lemon, ICF International

***P9. Date Recorded:** February 27, 2014

***P11. Report Citation:** ICF International. 2014. DRAFT *Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project,* Berkeley, Alameda County.

***B10. Significance:**

In February 1979, the Berkeley Architectural Heritage Association (BAHA) recorded the Great Western building, an International Style high-rise commercial building located at 2150 Shattuck Avenue. The analyses concluded that the building was eligible for the NRHP, assigning the resource a status code of 3. Constructed in 1969, the building was only ten years old at the time BAHA conducted its evaluation, and remains less than fifty years of age at present, a general estimate of time needed to develop historical perspective and evaluate the significance of a resource. Through the course of updating the 1979 evaluation, ICF has broadened the evaluation beyond that of its significance under Criterion C to include the application of Criteria Consideration G in order to measure the resource's achievement of significance within the last fifty years. Its period of significance is 1969.

Although the building is currently less than fifty years of age, it appears to meet the special requirements for exceptional significance outlined in NRHP Criteria Consideration G as a result of the building's important feats of engineering and innovation in methods of structural engineering. The Great Western building's scale and complexity as a strap suspension system building was publicized widely in regional and national architectural periodicals during construction, and was only the second of its type in the country at the time.

2150 Shattuck Avenue also retains its NRHP eligibility under Criterion C at the national level of significance. In applying Criterion C to this particular building, it is important to distinguish between the expression of aesthetic ideals (high artistic value) on the one hand, and significance as it pertains to the manner in which a building was fabricated (type or method of construction) on the other. In the case of the Great Western Building, it is significant under Criterion C for its innovative engineering type and method of construction, which should not be confused for a property that possesses high artistic value.

Based upon visual inspection and background research conducted on February 27, 2014, an ICF architectural historian determined 2150 Shattuck Avenue appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1979. As a result, the building continues to appear eligible for listing in the NRHP and the CRHR. The property boundary for this resource is defined as strictly the building itself and no additional elements of the built-environment.

The SHPO concurred with the building's NRHP eligibility in December 2005. The building is also a historical resource for purposes of CEQA.

***B14. Evaluator:** David Lemon, ICF International, 630 K Street, Suite 400, Sacramento, CA 95814

***Date of Evaluation:** March 27, 2014

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S

 ***Resource Name or #** (Assigned by recorder) 2150 Shattuck Avenue

***Recorded by** David Lemon *Date February 27, 2014 ☐ Continuation ☒ Update

Photograph 1. 2150 Shattuck Avenue. View southwest.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

UPDATE SHEET

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S

Page 1 **of** 1 ***Resource Name or #** (Assigned by recorder) 2200 Shattuck Avenue

***Recorded by** David Lemon *Date February 27, 2014 ☐ Continuation ☒ Update

P1. Other Identifier: c. Address 2200 Shattuck Avenue City Berkeley Zip 94704

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 057-207008-A, C, and E

***P3a. Description:** Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1979.

***P8. Recorded by:** David Lemon, ICF International

***P9. Date Recorded:** February 27, 2014

***P11. Report Citation:** ICF International. 2014. DRAFT *Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project,* Berkeley, Alameda County.

***B10. Significance:**

In March 2005, JRP Historical Consulting prepared an update to the original Historic Resources Inventory form prepared in February 1979 by Carol Raiskin of BAHA for the Shattuck Hotel located at 2200 Shattuck Avenue. The 1979 evaluation of this building concluded that it appeared eligible for listing in the NRHP. Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1979. As a result, 2200 Shattuck Avenue continues to appear eligible for listing in the NRHP and the CRHR under criterion C at the local level of significance. The period of historical significance for this resource is 1890-1945, a prominent period in the development of Berkeley's commercial architecture. The property boundary for this resource is defined as strictly the building itself and no additional elements of the built-environment.

The SHPO concurred with the building's NRHP eligibility in December 2005. The building is locally designated as City of Berkeley Landmark #70 and is a historical resource for purposes of CEQA.

***B14. Evaluator:** David Lemon, ICF International, 630 K Street, Suite 400, Sacramento, CA 95814

***Date of Evaluation:** March 27, 2014

Photograph 1. 2200 Shattuck Avenue. View southwest.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

UPDATE SHEET

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S

Page 1 **of** 1 ***Resource Name or #** (Assigned by recorder) 2201-2217 Shattuck Avenue

***Recorded by** David Lemon *Date February 27, 2014 ☐ Continuation ☒ Update

P1. Other Identifier: c. Address 2201-2217 Shattuck Avenue City Berkeley Zip 94704

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 057-2030001

***P3a. Description:** Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1978.

***P8. Recorded by:** David Lemon, ICF International

***P9. Date Recorded:** February 27, 2014

***P11. Report Citation:** ICF International. 2014. DRAFT *Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project,* Berkeley, Alameda County.

***B10. Significance:**

In March 2005, JRP Historical Consulting prepared an update to the original Historic Resources Inventory form prepared in January 1978 by Betty Marvin of BAHA for the commercial building at 2201-2217 Shattuck Avenue. The 1978 evaluation concluded that the building appeared eligible for listing in the NRHP. JRP noted through the course of their 2005 update to the BAHA 1978 survey that a corner ribbon window had been added to the northwest corner of the building, and that a tall, multi-light window had replace an original window located at the southernmost portion of the building's Shattuck Avenue façade. A recent metal awning had also been installed running along the building's Shattuck Avenue and Allston Way elevations. JRP determined that these modifications would not justify any change in the building's NRHP status as the changes to the building kept to its Moderne style, and ICF concurs as part of the current update. As a result, 2201-2217 Shattuck Avenue continues to appear eligible for listing in the NRHP and the CRHR under criteria A and C (CRHR 1/3) at the local level of significance, and is a historical resource for purposes of CEQA. The period of historical significance for this resource is 1890-1945, a prominent period in the development of Berkeley's commercial architecture. The property boundary for this resource is defined as strictly the building itself and no additional elements of the built-environment.

***B14. Evaluator:** David Lemon, ICF International, 630 K Street, Suite 400, Sacramento, CA 95814

***Date of Evaluation:** March 27, 2014

Photograph 1. 2201-2217 Shattuck Avenue. View southeast.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

UPDATE SHEET

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S

Page 1 **of** 1 ***Resource Name or #** (Assigned by recorder) 2177-2183 Shattuck Avenue

***Recorded by** David Lemon *Date February 27, 2014 ☐ Continuation ☒ Update

P1. Other Identifier: c. Address 2177-2183 Shattuck Avenue City Berkeley Zip 94704

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 057-2031007

***P3a. Description:** Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1979.

***P8. Recorded by:** David Lemon, ICF International

***P9. Date Recorded:** February 27, 2014

***P11. Report Citation:** ICF International. 2014. DRAFT *Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project,* Berkeley, Alameda County.

***B10. Significance:**

In March 2005, JRP Historical Consulting prepared an update to the original Historic Resources Inventory form prepared in February 1979 by Betty Marvin of BAHA for the commercial building at 2177-2183 Shattuck Avenue. The 1979 evaluation of this building concluded that it appeared eligible for listing in the NRHP. Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1979. JRP noted through the course of their 2005 update to the BAHA 1979 survey that the exterior of the building had undergone some minor changes, including the removal of a pair of awnings and signage revealing the façade's brick parapet and dentiled cornice. JRP found these modifications would not justify any change in the building's NRHP status, and ICF concurs as part of the current update. As a result, 2177-2183 Shattuck Avenue continues to appear eligible for listing in the NRHP under criteria A and C (CRHR 1 and 3) at the local level of significance, and appears to be a historical resource for purposes of CEQA. The SHPO concurred with the building's NRHP eligibility in December 2005. The period of historical significance for this resource is 1890-1945, a prominent period in the development of Berkeley's commercial architecture. This resource's property boundary is defined as strictly the building itself and no additional elements of the built-environment.

***B14. Evaluator:** David Lemon, ICF International, 630 K Street, Suite 400, Sacramento, CA 95814

***Date of Evaluation:** March 27, 2014

Photograph 1. 2177-2183 Shattuck Avenue. View east.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

UPDATE SHEET

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S

Page 1 **of** 1 ***Resource Name or #** (Assigned by recorder) 124-131 Berkeley Square

***Recorded by** David Lemon *Date February 27, 2014 ☐ Continuation ☒ Update

P1. Other Identifier: c. Address 124-131 Berkeley Square City Berkeley Zip 94704

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 057-2032017

***P3a. Description:** An ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1979.

***P8. Recorded by:** David Lemon, ICF International

***P9. Date Recorded:** February 27, 2014

***P11. Report Citation:** ICF International. 2014. DRAFT *Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project,* Berkeley, Alameda County.

***B10. Significance:**

In February 2005, JRP Historical Consulting prepared an update to the original Historic Resources Inventory form prepared in January 1979 by Betty Marvin of BAHA for the commercial building at 124-131 Berkeley Square. The 1979 evaluation of this building concluded that it appeared eligible for listing in the NRHP. Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1979. As a result, 124-131 Berkeley Square continues to appear eligible for listing in the NRHP and the CRHR under criterion C (CRHR 3) at the local level of significance, and appears to be a historical resource for purposes of CEQA. The SHPO concurred with the building's NRHP eligibility in December 2005. The period of historical significance for this resource is 1890-1945, a prominent period in the development of Berkeley's commercial architecture. This resource's property boundary is defined as strictly the building itself and no additional elements of the built-environment.

***B14. Evaluator:** David Lemon, ICF International, 630 K Street, Suite 400, Sacramento, CA 95814

***Date of Evaluation:** March 27, 2014

Photograph 1. 124-131 Berkeley Square. View west.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

UPDATE SHEET

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 1S, 5S1

Page 1 **of** 1 ***Resource Name or #** (Assigned by recorder) 2140-2144 Shattuck Avenue

***Recorded by** David Lemon *Date February 27, 2014 ☐ Continuation ☒ Update

P1. Other Identifier: c. Address 2140-2144 Shattuck Avenue City Berkeley Zip 94704

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 057-2023004

***P3a. Description:** Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1978.

***P8. Recorded by:** David Lemon, ICF International

***P9. Date Recorded:** February 27, 2014

***P11. Report Citation:** ICF International. 2014. DRAFT *Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project,* Berkeley, Alameda County.

***B10. Significance:**

In March 2005, JRP Historical Consulting prepared an update to the original Historic Resources Inventory form prepared in October 1978 by Anthony Bruce of BAHA for the Chamber of Commerce building at 2140-2144 Shattuck Avenue. The building was listed in the NRHP and CRHR in 1985 under criteria A and C (CRHR 1/3), and listed locally as Berkeley City Landmark #87. Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1978. As a result of this current update, ICF finds no reason to dispute the building's status as listed in the NRHP. 2140-2144 Shattuck Avenue is a historical resource for purposes of CEQA. The SHPO concurred with the building's NRHP eligibility in December 2005. The period of historical significance for this resource is 1890-1945, a prominent period in the development of Berkeley's commercial architecture. Finally, this resource's property boundary is defined as strictly the building itself and no additional elements of the built-environment.

***B14. Evaluator:** David Lemon, ICF International, 630 K Street, Suite 400, Sacramento, CA 95814

***Date of Evaluation:** March 27, 2014

Photograph 1. 2140-2144 Shattuck Avenue. View northwest.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

UPDATE SHEET

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 2S2/3S

Page 1 **of** 1 ***Resource Name or #** (Assigned by recorder) 2120-2122 Shattuck Avenue

***Recorded by** David Lemon *Date February 27, 2014 ☐ Continuation ☒ Update

P1. Other Identifier: c. Address 2120-2122 Shattuck Avenue City Berkeley Zip 94704

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 057-2023003

***P3a. Description:** Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by BAHA in 1978.

***P8. Recorded by:** David Lemon, ICF International

***P9. Date Recorded:** February 27, 2014

***P11. Report Citation:** ICF International. 2014. DRAFT *Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project,* Berkeley, Alameda County.

***B10. Significance:**

In March 2005, JRP Historical Consulting prepared an update to the original Historic Resources Inventory form prepared in July 1978 by Betty Marvin of BAHA for the Roy O. Long building at 2120-2122 Shattuck Avenue. The building was determined eligible for listing in the NRHP by a consensus through the Section 106 process (status code 2S2) and listed in the CRHR in May 2012 under criteria A and C (CRHR 1/3). Based upon visual inspection conducted on February 27, 2014, an ICF architectural historian determined the building appears to exist primarily as it did when it was recorded and evaluated by Betty Marvin (BAHA) in 1978. As a result of this current update, ICF finds no reason to dispute the building's status as eligible for listing in the NRHP. 2120-2122 Shattuck Avenue is a historical resource for purposes of CEQA. The period of historical significance for this resource is 1890-1945, a prominent period in the development of Berkeley's commercial architecture. Finally, this resource's property boundary is defined as strictly the building itself and no additional elements of the built-environment.

***B14. Evaluator:** David Lemon, ICF International, 630 K Street, Suite 400, Sacramento, CA 95814

***Date of Evaluation:** March 27, 2014

Photograph 1. 2120-2122 Shattuck Avenue. View west.

Appendix D
Downtown Berkeley BART Plaza and Transit Improvement Project Finding of Effect

DOWNTOWN BERKELEY BART PLAZA AND TRANSIT IMPROVEMENT PROJECT FINDING OF EFFECT

PREPARED FOR:

Federal Transit Administration – Region IX
201 Mission Street, Suite 1650
San Francisco, CA 94105
Contact: Dominique M. Paukowits
415.744.2735

And

The San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 22nd Floor
Oakland, CA 94612
Contact: Janie Layton
510.874.7423

PREPARED BY:

ICF International
630 K Street, Suite 400
Sacramento, CA 95814
Contact: Meg Scantlebury
916.231.7678

January 2015

ICF International. 2015. Downtown Berkeley BART Plaza and Transit Improvement Project Finding of Effect. January. (ICF 0036.14.) Sacramento, CA. Prepared for San Francisco Bay Area Rapid Transit District, Oakland, CA.

Contents

Tables and Figures

Acronyms and Abbreviations

AC	Alameda-Contra Costa
ACHP	Advisory Council on Historic Preservation
APE	area of potential effects
BAHA	Berkeley Architectural Heritage Association
BART	Bay Area Regional Transit
CEDA	College of Environmental Design Archives
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRIER	Cultural Resources Inventory and Evaluation Report
DAP	Downtown Area Plan
FDC	fire department connection
FOE	Finding of Effect
FTA	Federal Transit Administration
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
PPV	peak particle velocity
ROW	right-of-way
sf	square foot
SHPO	State Historic Preservation Officer

Chapter 1
Introduction

The San Francisco Bay Area Rapid Transit District (BART), in cooperation with the Federal Transit Administration (FTA), is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station. The Downtown Berkeley station has 24,000 daily entries/exits and Alameda-Contra Costa (AC) Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the proposed project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. Between 2000 and 2005, there were seven collisions between automobiles and bicycles at the Shattuck Avenue/Center Avenue and the Shattuck Avenue/Allston Way intersections. The Proposed Project area also has a high number of pedestrian-vehicle collisions. Bus riders lack adequate waiting areas, seating and way-finding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface landscaping and wells are difficult to clean and maintain.

The purpose of this Finding of Effect (FOE) is to assess the effects of Downtown Berkeley BART Plaza and Transit Improvement Project (Proposed Project) on historic and archaeological resources, pursuant to the documentation standards at 36 Code of Federal Regulations (CFR) 800.11. On behalf of the FTA, BART submitted the Cultural Resources Inventory and Evaluation Report (CRIER) and attached documents (ICF 2014) to the State Historic Preservation Officer (SHPO) on July 17, 2014. On August 18, 2014 BART received confirmation by letter of the SHPO's concurrence on all determinations of eligibility contained within the CRIER.

Chapter 2
Project Location and Description

Project Location

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

Project Overview

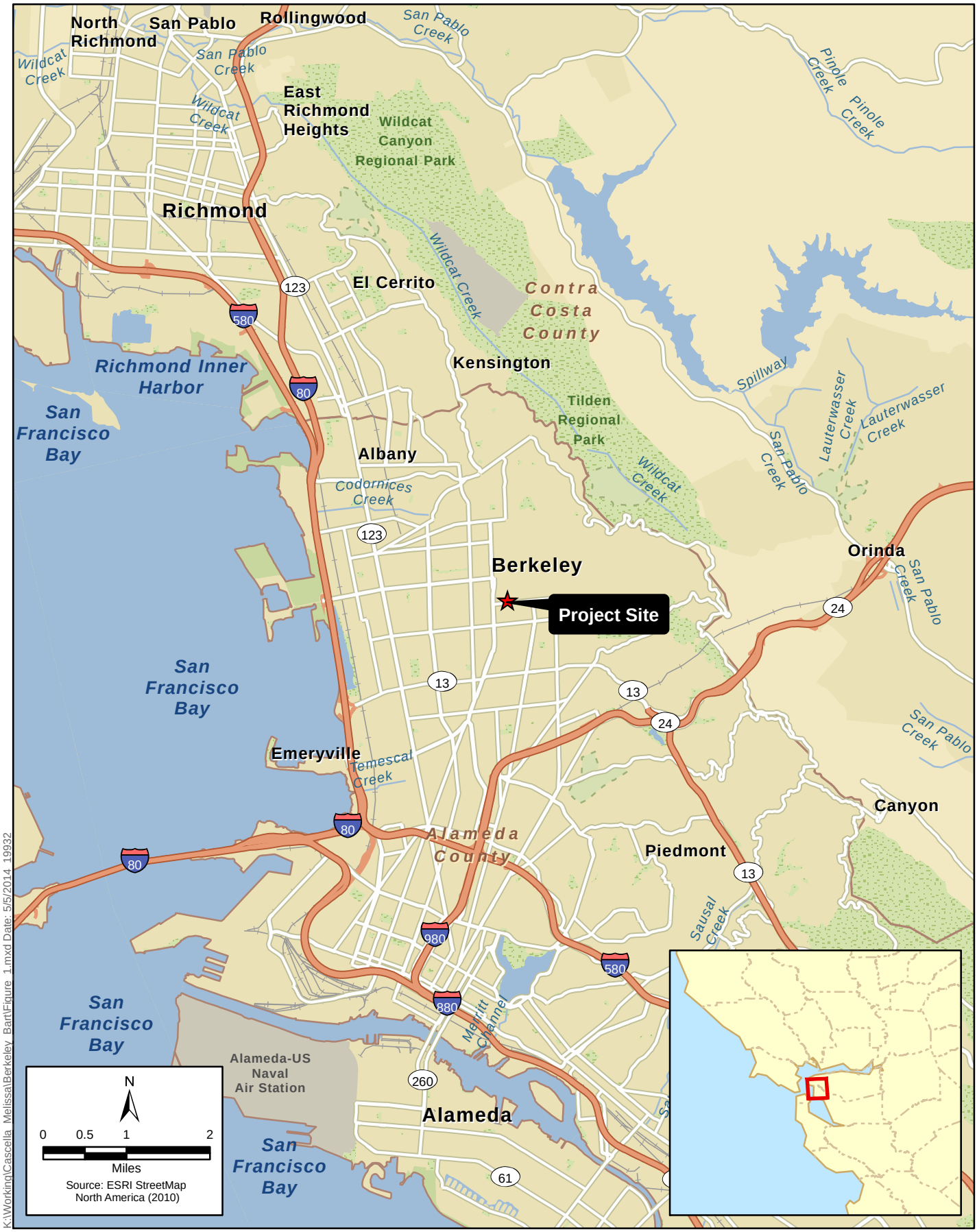
The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance headhouse structure. The design of the new main entrance has been refined from the strictly straight-angled, wedge-shaped structure depicted in the project simulation drawings (Appendix D), to a moderately bowed wedge shape slightly smaller in size (see Figure 2 following this page). Other than the refined convex design and smaller scale, all other elements of the design remain the same as those depicted in the project simulations. The Proposed Project would improve bicycle parking, disability access, and may also include elements such as public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, the Project would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity and pedestrian safety, and enhancing transit rider safety and comfort.

See Figures 2 through 5 following this page for project renderings of the proposed main entrance structure, the plaza curb shift, the bus canopy, and the secondary canopy entrance.

Project Description

The approximately 26,250 square foot (sf) Proposed Project site includes the station plaza containing the circular main entrance structure (Entrance #1), the above ground BART entrance (Entrance #2) and the public space surrounding the station on the west side of Shattuck Avenue between Center Street and Allston Way (23,000 sf). Outside of the Plaza, the Proposed Project site also includes the entrance at the northeast corner of Allston Way/Shattuck Avenue (Entrance #3, approximately 750 sf), the entrance at the northwest corner of Center Street/Shattuck Avenue (Entrance #4, approximately 1,000 sf), and the two entrances on either side of Shattuck Avenue at Addison Street (Entrance #5 and 6, approximately 1,500 sf total).



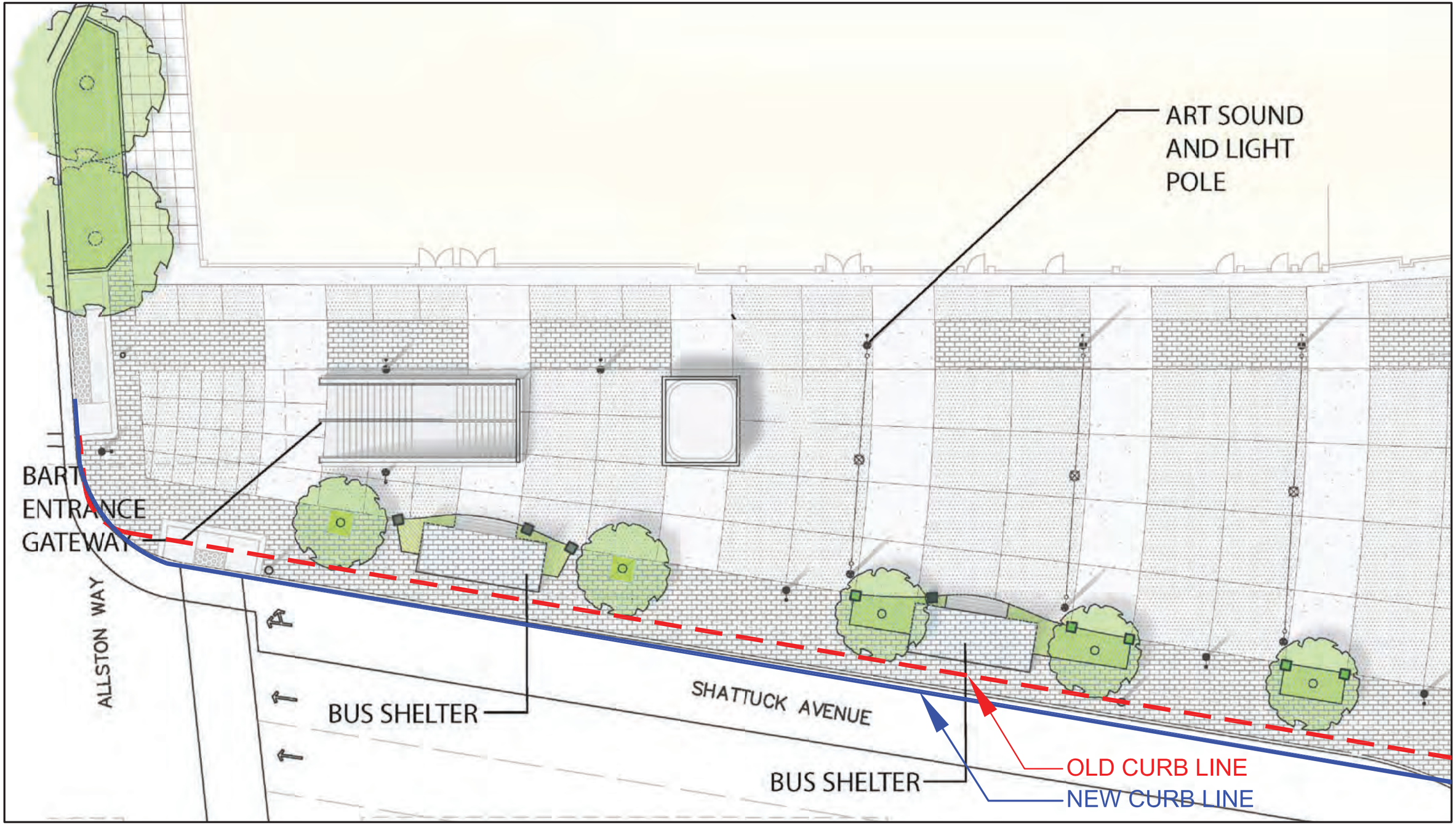
K:\Working\Cascella_MelissaBerkeley_BartFigure_1.mxd Date: 5/5/2014 19932

Figure 1
Regional Vicinity Map
Downtown Berkeley BART Plaza and Transit Improvement Project

Source: BART

Graphics... 00036.14 (9/18/14) AB

Figure 2
Revised Main Entrance Structure Design



Source: BART

Graphics ... 00036.14 (10/6/14) AB

Figure 3
Plaza Curb Shift

Source: BART

Graphics ... 00036.14 (10/6/14) AB

Figure 4
Bus Stop Canopy

Source: BART

Graphics... 00036.14 (11/17/14) AB

Figure 5
Secondary Canopy Entrance
View to Northwest from Shattuck Avenue

Elements associated with the Proposed Project include:

- Removal of the BART main entrance (rotunda) and design and construction of a replacement entrance structure;
- improvements at the five secondary BART entrances (entrance on west side of Shattuck at Allston depicted in Figures 3 and 5 above);
- resurfacing of existing brick-covered areas with improved paving materials that also achieve low-impact development objectives;
- reorganization of the plaza area to create more space for pedestrian through-movement and removal of vertical obstructions to improve sight-lines and security;
- new pedestrian-scale lighting (light poles depicted on Figure 3 above);
- new landscaping that includes low-impact development treatment of storm water;
- construction of new, larger bus transit shelters with improved lighting and seating;
- improving the curb ramps on adjacent intersections;
- reconfiguring bike parking to increase capacity and improve accessibility and security;
- integrating art; and
- installation of improved wayfinding signage, including real-time BART arrival/departures signage.

Maintenance

The service life of the plaza and sidewalk surfaces is approximately 12 to 15 years; street pavement is approximately 8 years; transit architecture typically exceeds 30 years. BART is responsible for maintenance of BART entry structures and all property in BART's right-of-way (ROW). The City of Berkeley is a responsible agency under CEQA; as such, their approval over certain project components is required.

Construction Activities

Construction of the Proposed Project would be temporary in nature and occur in three segments over a period of 18 months beginning in early 2016 and ending by mid-2017. One segment would consist of removal and replacement of the main entrance structure, improvements to the plaza, and the improvements to the west side entrances on Shattuck Avenue and Addison Street. A second segment would consist of improvements to the secondary plaza entrance, and the entrance on Shattuck Avenue and Addison Street. Another segment would consist of repaving the plaza in front of the businesses along Shattuck Avenue, and improvements to the entrance on Shattuck and Allston Way. All activities where soil will be disturbed are isolated to areas previously disturbed with fill already in place. Soil disturbance would occur in existing fill that was placed atop the roof of the station when originally constructed in order to fill the void between the station roof and the street/plaza. Ground disturbance is not anticipated to exceed 4' into the 7' of fill that is between the street/plaza level and the roof of the underground station. The three non-sequential segments of construction are detailed below:

Construction Segment A

- Main Entrance: The existing rotunda would be demolished and removed while existing access to the BART station would be maintained; traffic control would be provided, and construction fencing would be installed. A new main entrance headhouse would be constructed and concrete plaza paving, lighting and landscaping would be installed.
- Plaza: The existing brick pavers, planters, trees, seating, bike racks, pedestrian lights, asphalt, concrete curb and gutter would be removed. The sidewalk would be shored to ensure stability and safety. The plaza would be repaved with new concrete, and lighting, landscaping, a concrete bus pad, curb and gutter would be installed.
- Shattuck Avenue and Addison Street west side entrance: The brick veneer on concrete walls and existing station entrance lighting would be removed. New cladding on concrete walls and lighting would be installed.

Construction Segment B

- Secondary Plaza entrance: The existing brick veneer on short concrete walls, pedestrian lights, and station entrance lights would be removed and replaced with new cladding on concrete walls and new lighting.
- Plaza: The existing brick pavers, planters, trees, seating, bike racks, pedestrian lights, asphalt, concrete curb and gutter would be removed. This phase would also involve shoring underneath the sidewalk. The plaza would be repaved with new concrete, and lighting, landscaping, a concrete bus pad, curb and gutter would be installed.
- Shattuck Avenue at Addison Street entrance: The existing brick veneer on short concrete walls and existing station entrance wall lights would be removed and replaced with new cladding on concrete walls and new lighting.

Construction Segment C

- This segment would involve demolition and removal of brick pavers in front of retail storefronts on the plaza. The plaza would be repaved with concrete, and lighting and landscaping would be installed.
- Shattuck Avenue at Allston Way entrance: The existing pedestrian lights, planter, and brick veneer on short concrete walls would be demolished and removed. Existing access and use of entrance would be protected, and traffic control measures would be put in place. Construction fencing would be erected to protect an existing tree. New cladding on concrete walls and new lighting would be installed.

Archaeological APE

The area of potential effects (APE) for archaeological resources consists of the maximum possible area of direct impact resulting from all footprints of the Proposed Project. This includes the station plaza containing the circular main entrance structure, the above ground BART entrance and the public space surrounding the station on the west side of Shattuck Avenue between Center Street and Allston Way, the entrance at the northeast corner of Allston Way/Shattuck Avenue, the entrance and elevator

at the northwest corner of Center Street/Shattuck Avenue, and the two entrances on either side of Shattuck Avenue at Addison Street. Project activities that may involve minor ground disturbance include the replacing of sidewalk surface materials, landscaping, and the installation of signs and public art. However, it is important to note that the Proposed Project is within a fully developed area of downtown Berkeley. All potentially disturbed soil would consist of existing fill that was placed atop the roof of the station when originally constructed in order to fill the void between the station roof and the street/plaza. Ground disturbance of this fill will not exceed a depth of 7 feet, which is the depth of fill between the street/plaza level and the roof of the underground station.

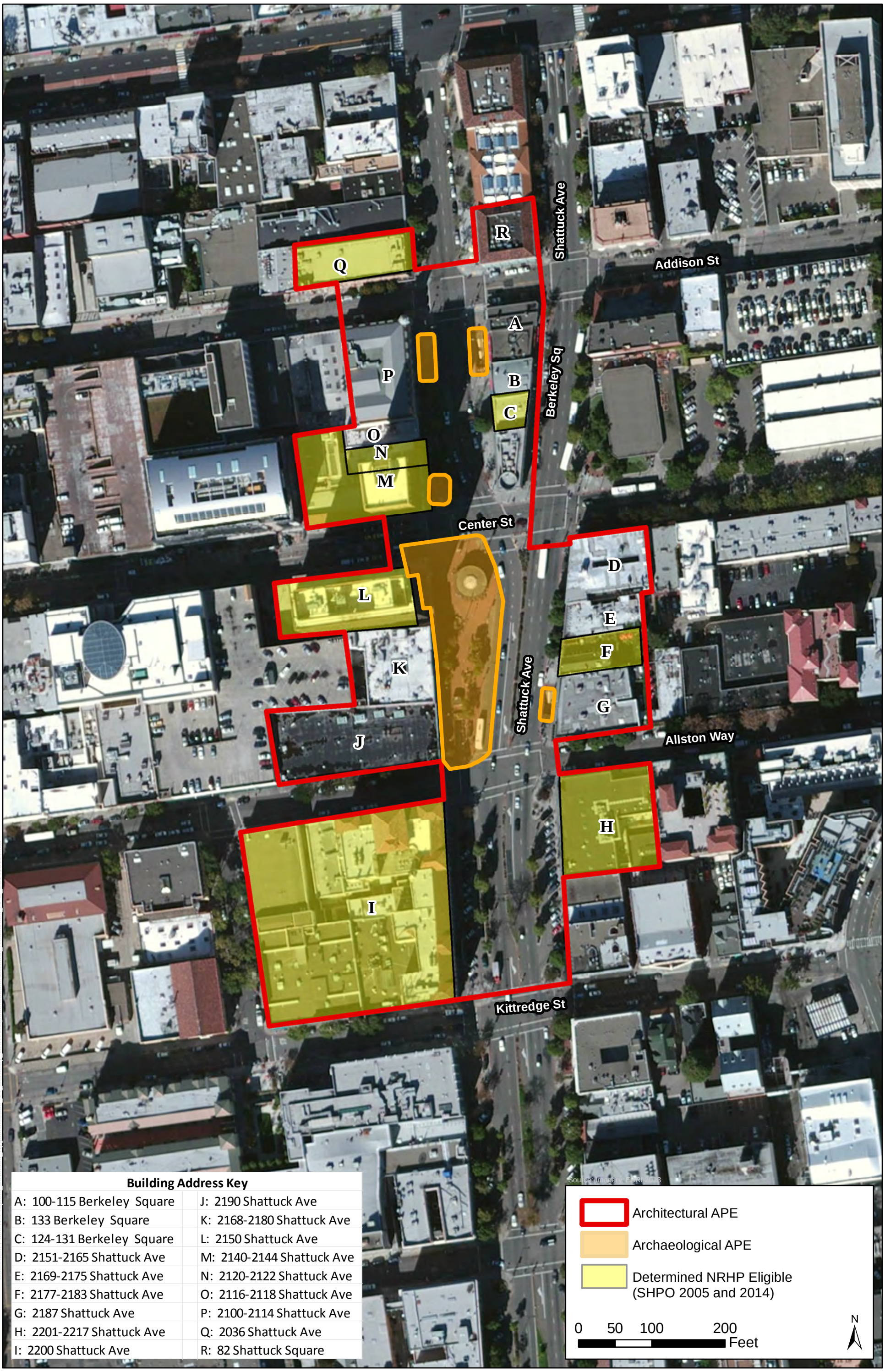
Architectural APE

In addition to the inclusion of areas of anticipated ground disturbance resulting from access, staging, construction, and operation, the project APE also includes areas within which proposed project construction and operation may result in indirect effects (i.e., vibration issues) to historic architectural resources.

ICF consulted with BART and the City of Berkeley through the course of delineating the boundary of the architectural APE. The inclusion of building parcels adjacent to curb-lines represents not only community interests, but also ensures all potential project effects—direct and indirect—to the built-environment would be considered.

The architectural APE extends from north to south along Shattuck Avenue from the north side of Addison Street to the north side of Kittredge Street. The east-west boundary of the APE captures building parcels on both sides of Shattuck Avenue, with the northeast corner of the APE reaching east to capture a single parcel on Shattuck Square and five parcels on the island city block of Berkeley Square.

The project APE map for both archaeological and architectural resources follows this page.



Building Address Key		
A: 100-115 Berkeley Square		J: 2190 Shattuck Ave
B: 133 Berkeley Square		K: 2168-2180 Shattuck Ave
C: 124-131 Berkeley Square		L: 2150 Shattuck Ave
D: 2151-2165 Shattuck Ave		M: 2140-2144 Shattuck Ave
E: 2169-2175 Shattuck Ave		N: 2120-2122 Shattuck Ave
F: 2177-2183 Shattuck Ave		O: 2116-2118 Shattuck Ave
G: 2187 Shattuck Ave		P: 2100-2114 Shattuck Ave
H: 2201-2217 Shattuck Ave		Q: 2036 Shattuck Ave
I: 2200 Shattuck Ave		R: 82 Shattuck Square

Cultural Resources Area of Potential Effect
Downtown Berkeley BART Plaza and Transit Area Improvement Project

Chapter 3
Public Participation

Section 106 of the National Historic Preservation Act (NHPA) requires that, before beginning any undertaking, a federal agency must take into account the effects of the undertaking on historic properties and offer interested parties an opportunity to comment on these actions. The process of consultation with other interested parties as part of the 106 process for the current undertaking proceeded from February 2014 to January 2015.

On February 14, 2014, ICF contacted the Native American Heritage Commission (NAHC) by fax to request a Sacred Lands File search for known cultural resources within the APE and a list of Native American contacts with potential interest in the projects. The NAHC responded on February 21, 2014, providing a list and contact information for ten Native American contacts who may have interest in the Project.

On March 11, 2014, BART sent letters with Project summaries and Project location maps to all Native American contacts identified by the NAHC. The letters invited the contacts to provide comments and/or information regarding cultural resources in the APE or Project vicinity.

Similarly, on March 11, 2014, BART sent letters to seven interested parties with relevant local architectural history affiliations, including historical societies, heritage groups, museums, and higher-learning institutions. The letters invited the organizations to provide comments and/or information regarding historic resources in the Project vicinity.

BART received return correspondence from Daniella Thompson of the Berkeley Architectural Heritage Association (BAHA) on April 1, 2014. Ms. Thompson provided local landmark eligibility information about the building located at 2151–2165 Shattuck Avenue. BART also received return correspondence on April 1, 2014 from Chris Marino at the Berkeley College of Environmental Design Archives (CEDA). Ms. Marino responded to explain the scope of collections at CEDA. On April 8 and April 11, 2014, ICF received communications via email from city of Berkeley resident John English. Mr. English offered his opinion on the scope of the APE boundary, the historical relevancy of the BART Downtown Berkeley Station rotunda structure, and general California Environmental Quality Act (CEQA) terminology. Mr. English also provided excerpts of the city of Berkeley's Downtown Area Plan (DAP) policies, and clarification regarding locally designated buildings within the project APE.

On April 28, 2014, BART and the City of Berkeley held a Preliminary Design Open House to review preliminary design elements and proposals, provide input, and identify issue areas and potential solutions for the Project. Approximately 100 people attended; of these 100, 65 completed comment cards. While the focus of the open house was on the proposed design and most of the comments addressed this, ten individuals commented that they liked the existing rotunda and/or plaza. Though nine of these individual commenters made no reference to the rotunda as a historic resource, the tenth commenter expressed his opinion that the rotunda is a historic resource. The same individual also stated that the proposed design makes no effort to relate to the historic buildings.

It should be noted that the design of the main entrance has been slightly refined since the production of the project simulation drawings (Appendix D) that depict a strictly wedge-shaped, straight-angled entrance structure. The refined design for the new main entrance proposes a

moderately bowed wedge shape (see Figure 2). This aesthetic adjustment, however, is limited to a slight change in shape of the structure, and does not modify the massing, scale, transparency, or any other elements of the design from those depicted in the project simulations.

On July 1, 2014 the Berkeley City Council unanimously approved the design of the project and requested that the design team address the following areas: shading and weather protection around the BART main entrance; the brick parapet at the BART secondary entrance; and the use of a high quality paving material on the plaza.

On August 21, 2014, ICF placed follow-up telephone calls to the following tribal representatives: Linda Yamane of the Ohlone/Costanoan, Rosemary Cambra of the Muwekma Ohlone, Jakki Kehl of the Ohlone/Costanoan, Tony Cerda of the Costanoan Rumsen Carmel, Andrew Galvan of the The Ohlone, Katherine Erolinda Perez of the Ohlone/Costanoan, Ann Marie Sayers of the Indian Canyon Mutsun Band of Costanoan, Irene Zwierlein of the Amah/Mutsun Tribal Band of Mission San Juan Bautista, Ramona Garibay of the Trina Marine Ruano Family, and Michelle Zimmer of the Amah/Mutsun Tribal Band of Mission San Juan Bautista. ICF connected with three of the tribal representatives over the telephone, and left messages or voice mail recordings for the remaining seven. In summary, the three representatives reached (Rosemary Cambra of the Muwekma Ohlone, Jakki Kehl of the Ohlone/Costanoan, Ann Marie Sayers of the Indian Canyon Mutsun Band of Costanoan, and Irene Zwierlein of the Amah/Mutsun Tribal Band of Mission San Juan Bautista) recommended Native American monitors on site for all ground-disturbing activities. No messages left with tribal representatives were returned.

On August 27, 2014, BART received return correspondence from John McBride of BAHA. Mr. McBride's concerns were twofold: the first item pertained to the proposed removal of the rotunda structure, and the second expressed BAHA's concern over the introduction of the Proposed Project elements into the existing architectural setting along Shattuck Avenue.

On January 15, 2015 FTA sent a follow up letter to the tribal representatives asking them again if they had any questions or any information relevant to the proposed project and its possible effect on cultural resources.

As of January 22, 2015, no additional interest groups have responded.

Native American consultation letters are located in Appendix B of this report. Historical interest groups consultation letters and subsequent correspondence are located in Appendix C of this report.

Chapter 4
Historic Properties

The effort to identify historic properties in the Proposed Project's APE consisted of a review of previous studies, archival research, consultation with Native Americans and historical interest groups, and an archaeological and architectural field inventory of the project APE. The background records search conducted as part of the CRIER (ICF 2014) identified four prehistoric archaeological resources within ¼-mile of the project area, including three single burials. None of these resources are located within or adjacent to the APE, and all of them are located in paved and/or built-up areas of downtown Berkeley. Due to their distance from the APE, the Proposed Project will have no effect on any archaeological properties, pursuant to 36 CFR Part 800.5.

Eight historic commercial properties were identified in the APE: 2140–2144 Shattuck Avenue, 2036 Shattuck Avenue, 2150 Shattuck Avenue, 2200 Shattuck Avenue, 2201–2217 Shattuck Avenue, 2177–2183 Shattuck Avenue, 124–131 Berkeley Square, and 2120–2122 Shattuck Avenue. As part of a previous, unrelated project, the SHPO in 2005 concurred with the NRHP eligibility of seven of the eight historic properties included in this FOE. The seven properties were field checked to determine if any had been significantly altered; updated Department of Park and Recreation (DPR) forms were produced documenting that none of the character-defining features of the seven properties had been altered. The remaining property (2036 Shattuck Avenue) was determined eligible as a result of ICF's July 2014 CRIER. ICF provided this CRIER to SHPO on July 22, 2014 and requested concurrence with the determinations of eligibility therein. On August 18, 2014, the SHPO concurred on all determinations of eligibility contained within the CRIER[1].

A table of the eight historic properties (architectural resources) located within the APE follows.

[1] The SHPO on August 18, 2014 also concurred with ICF's conclusion that the Downtown Berkeley BART Plaza and Rotunda structure is **not eligible** for listing in the NRHP or CRHR. See Appendix A, SHPO Concurrence Letter.

Table 1. Historic Properties within the APE

Property Address	Property Name	Eligibility Criteria	Period of Significance	SHPO Concurrence
2140–2144 Shattuck Avenue	Chamber of Commerce	A and C	1890–1945	December 27, 2005
2036 Shattuck Avenue	S. H. Kress & Co.	C	1929–1944	August 18, 2014
2150 Shattuck Avenue	Great Western Building	C and G	1969	December 27, 2005
2200 Shattuck Avenue	Shattuck Hotel	C	1890–1945	December 27, 2005
2201–2217 Shattuck Avenue	Hinkel/Havens Blocks/ Edys KPFA Radio Station	A and C	1890–1945	December 27, 2005
2177–2183 Shattuck Avenue	F. W. Foss Co./ Martino's Restaurant	A and C	1890–1945	December 27, 2005
124–131 Berkeley Square	Southern Pacific Offices/ Fox Photo/Square Fountain	C	1890–1945	December 27, 2005
2120–2122 Shattuck Avenue	Roy O. Long Co./ Morse-Brock Building	A and C	1890–1945	December 27, 2005

Chapter 5
Application of the Criteria of Adverse Effect

Under federal law, the *Criteria of Adverse Effect* are set forth by the ACHP in its implementing regulations, 36 CFR Part 800 (revised January 11, 2001). As codified in 36 CFR 800.4(d)(2), if there are historic properties which may be affected by a federal undertaking, the agency official shall assess adverse effects, if any, in accordance with the *Criteria of Adverse Effect*.

The *Criteria of Adverse Effect* (36 CFR 800.5 [a][1]) reads:

> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

The proposed undertaking or Proposed Project has the potential to affect Eight (8) historic properties:

- 2140–2144 Shattuck Avenue
- 2036 Shattuck Avenue
- 2150 Shattuck Avenue
- 2200 Shattuck Avenue
- 2201–2217 Shattuck Avenue
- 2177–2183 Shattuck Avenue
- 124–131 Berkeley Square
- 2120–2122 Shattuck Avenue

Each of the adverse effects (including reasonably foreseeable effects) pursuant to 36 CFR Part 800 presented below includes a statement confirming the Proposed Project would not impose an adverse effect on any of the eight historic properties.

(i) Physical destruction of or damage to all or part of the property

Although occurring close to the eight historic properties, the Proposed Project will not result in direct physical destruction or damage to any of the historic properties.

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (36 CFR 68) and applicable guidelines.

Although occurring close to the eight historic properties, the Proposed Project will not alter any of the properties in any manner inconsistent with the Secretary's Standards.

(iii) Removal of the property from its historic location.

Although occurring close to the eight historic properties, the Proposed Project will not remove any of the 8 buildings from their historic location.

(iv) Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance.

Although occurring in the close vicinity of the eight historic properties, the Proposed Project will not involve a change in the character of the use or the physical features that contribute to the setting of any of the eight historic properties. The historic setting of these properties has been altered outside of their period of significance.

(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

Although occurring close to the eight historic properties, the Proposed Project will not introduce elements that diminish the integrity of the any of the eight historic properties' significant historic features. The Proposed Project will be replacing a plaza and BART rotunda, constructed outside of the period of significance of all eight historic properties. The Proposed Project is smaller in scale than the existing rotunda and the new construction will be generally transparent, both diminishing the massing of the current structure. In regards to the Great Western building, which shares some similar architectural treatments with the BART rotunda, (2150 Shattuck Avenue, 1969) the building is determined eligible for listing on the NRHP under Criterion C strictly for its innovative engineering type and method of construction, and is not recognized under this criterion for any perceived expression of aesthetic ideals or high artistic value that could otherwise be compromised by the Proposed Project. The Great Western building's period of significance is 1969, its year of construction. The BART plaza and rotunda, determined ineligible for the NRHP, were built three years later.

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization.

Although occurring close to the eight historic properties, the Proposed Project does not involve any activities that would cause the deterioration of the historic properties.

(vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Proposed Project would not result in the transfer, sale, or lease of any historic property out of federal ownership or control.

BART Plaza and Transit Improvements Project Effects

Seven of the eight historic properties within the project APE share and convey a period of historical significance (generally between 1890 and 1940) that predates the setting by several decades of a city block previously compromised by the construction of the current BART plaza landscape and rotunda structure in 1972. These seven buildings are:

- The Chamber of Commerce building at 2140-2144 Shattuck Avenue
- The S. H. Kress & Co. building at 2036 Shattuck Avenue
- The Shattuck Hotel at 2200 Shattuck Avenue
- The Hinkel/Havens Blocks (Edys KPFA Radio Station) building at 2201-2217 Shattuck Avenue
- The F. W. Foss Co. (Martino's Restaurant building at 2177-2183 Shattuck Avenue
- The Southern Pacific Offices (Fox Photo/Square Fountain) building at 124-131 Berkeley Square
- The Roy O. Long Co. (Morse-Brock) building at 2120-2122 Shattuck Avenue

Consequently the setting that includes the current BART plaza and rotunda is not a character-defining feature of any of these historic buildings. Therefore its replacement will not adversely affect these buildings by diminishing their historic visual integrity. The replacement of the rotunda with a smaller scale and transparent structure will open the viewshed both to and from the historic buildings further ensuring that this project will not result in visual impacts to these buildings. (The Great Western Building, constructed three years prior to the construction of the rotunda and plaza, is discussed individually below.) Further, this design is consistent with the City of Berkeley's adopted DAP procedures, policies and programs that emphasize historic preservation through urban design policies and goals pertaining to streetscape and open space improvements at the BART Plaza and Shattuck/Berkeley Square (Policy OS-1.2.6 "Shattuck Avenue: Constitution Square [BART Plaza] and Shattuck/Berkeley Square").

It should be noted that the project simulation drawings located in Appendix D of this document were prepared before the final design of the proposed main entrance structure. The final design of the main entrance no longer depicts a strictly wedge-shaped, straight-angled entrance structure. The refined design for the new main entrance proposes a moderately bowed wedge shape. This aesthetic adjustment, however, is limited to a slight change in shape of the structure, and does not modify the massing, scale, transparency, or any other elements of the design from those depicted in the project simulations.

2150 Shattuck Avenue

In regards to the BART plaza and transit improvements and potential effects on the National Register of Historic Places (NRHP)-eligible Great Western building at 2150 Shattuck Avenue (1969), the building is determined eligible for listing on the NRHP under Criterion C strictly for its innovative engineering type and method of construction, and is not recognized under this criterion for any perceived expression of aesthetic ideals or high artistic value. Its period of significance is 1969, the year it was constructed. While the BART rotunda (built 1972) shares some materials and

design aesthetics with the Great Western building's façade, because the Great Western building is solely eligible for its engineering type, no elements of the building's visual aesthetic or setting are considered character-defining features for which the building is deemed eligible; as such, the resource would not be adversely affected by the removal of the rotunda and the overall BART plaza and transit improvements.

Potential Effects from Construction Vibration

The Proposed Project would require the use of jackhammers to remove ground-surface brick as close as just a few feet from nearby historic commercial buildings. Beyond jackhammers, construction would not require any other heavy impact equipment, such as pile drivers, impact hammers, or blasting equipment, which can cause substantial ground vibration. At a distance of 25 feet a jackhammer can cause a vibration rate of peak-particle velocity (PPV) of 0.035 in/sec. At this distance, the level of ground vibration would be below the vibration damage potential thresholds for all building and structure types. For the most vibration-sensitive structure type, extremely fragile historic buildings, ruins or ancient monuments, the vibration damage potential threshold for a continuous vibration source at this distance is 0.08 PPV in/sec., a vibration level that is less than 50% of this threshold.

However, the closer the jackhammer is operated near the historic buildings, there is the potential for some cosmetic damage such as cracks in masonry or applied architectural features. Consequently vibration will be monitored at seven of the eight historic buildings when jackhammers are operated at less than 10 feet from the buildings' façade. (The Great Western building has recently undergone a seismic retrofit and is not vulnerable to this low level of vibration.) Given the good condition of the construction-adjacent buildings, monitors will be set to respond to any vibration levels exceeding .225 PPV in/sec. Should vibration reach this level, the bricks will be removed by another means that will ensure that the level of vibration remains at a safe level.

Table 2. Vibration Damage Potential from Jack Hammer Activity Adjacent to Buildings

Distance (ft)	Jackhammer (PPV in/sec)	Damage Potential
1	4.375	
2	1.547	
3	0.842	
4	0.547	Modern industrial/commercial buildings, new residential structures
5	0.391	
6	0.298	Older residential structures
7	0.236	Historic and some old buildings
8	0.193	
9	0.162	
10	0.138	
11	0.120	
12	0.105	Fragile buildings
13	0.093	

Distance (ft)	Jackhammer (PPV in/sec)	Damage Potential
14	0.084	
15	0.075	Extremely fragile historic buildings, ruins, ancient monuments
16	0.068	
17	0.062	
18	0.057	
19	0.053	
20	0.049	
21	0.045	
22	0.042	
23	0.040	
24	0.037	
25	0.035	Source level

Based on FTA 2006.

Cumulative Effects

36 CFR Section 800.5 (a)(1), Adverse effects may include reasonably foreseeable effects caused by the Proposed Project that may occur later in time, be farther removed in distance or be cumulative. Cumulative effect considerations under Section 106 of the NHPA applies only to those resources that are listed in or eligible for the NRHP.

The Proposed Project would result in minor permanent changes to the highly urban environment of Downtown Berkeley, mostly consisting of a replacement of the existing rotunda with a lower-profile structure that would improve sight lines and visual quality of the streets, plazas and open areas within the project APE. The long-term operational effects of the Proposed Project are limited to the potential increase in transit ridership as well as slightly improved automobile traffic operations on Shattuck Avenue and nearby cross streets as a result of fewer pedestrians crossing Shattuck Avenue. These improvements would not cause an indirect adverse effect on individual architectural resources, or perceived historic clusters—or "sub-areas"—of architectural resources along Shattuck Avenue. Therefore, the proposed undertaking would not contribute to any cumulative regional adverse effects on historic resources.

Conclusion

The background records search conducted as part of the CRIER (ICF 2014) identified four prehistoric archaeological resources within ¼-mile of the project area, including three single burials. None of these resources are in or adjacent to the APE, and all of them are located in paved and/or built-up areas of downtown Berkeley. Additionally the proposed project will be constructed entirely on fill that covers the existing underground station. As a result, the Proposed Project will have no effect on any archaeological properties, pursuant to 36 CFR Part 800.5.

Comprehensive efforts were undertaken to identify historic built properties in the BART plaza and transit improvements APE (ICF 2014). Eight historic properties were identified in the APE: 2036 Shattuck Avenue, 2150 Shattuck Avenue, 2200 Shattuck Avenue, 2201–2217 Shattuck Avenue, 2177–2183 Shattuck Avenue, 124–131 Berkeley Square, 2120–2122 Shattuck Avenue, and 2140–2144 Shattuck Avenue. FTA has determined that there will be no adverse effect on the any of the identified historic properties within the APE, pursuant to 36 CFR 800.5.

Chapter 7
Preparers' Qualifications

Meg Scantlebury is an architectural historian with significant experience in implementing Section 106 of the National Historic Preservation Act. She has managed complex cultural resources projects, as well as interfaced these requirements with other environmental compliance requirements, including both state and federal natural resource laws. She has experience with both CEQA and National Environmental Policy Act (NEPA) documents, as well as in writing and negotiating multi-agency agreements. She has led teams of up to ten architectural historians in multi-county/multi-state built resources surveys, and the production of associated evaluations, context statements, compliance reports, and property databases. She has written, negotiated and implemented cultural resources compliance and treatments for the first Caltrans public/private partnership contract. Meg has also written and implemented a highly detailed built environment treatment plan for a major transportation project through a national historic landmark district. Meg received her B.S. in Environmental Design from the University of California at Davis, and her M.A. in Historic Preservation from Goucher College in Baltimore, MD.

David Lemon is a historian and architectural historian with over twelve years of experience in the field of cultural resources management. For the past six years, he has served as an ICF cultural resources team member and project leader dedicated to the technical procedures supporting CEQA/NEPA and National Historic Preservation Act (NHPA) Section 106 compliance documents. David is highly adept in archival research methods, fieldwork inventories, authoring historic contexts, and evaluating the historical significance of built-environment resources using National Register of Historic Places and California Register of Historical Resources criteria. David has recorded and assessed the historical significance of numerous types of buildings and structures throughout California, including residential, commercial, and agricultural buildings, transportation corridors, state-owned resources, large-scale water management and irrigations systems, public works infrastructure, railroad systems, and historic bridges and highways. David meets the Secretary of the Interior's Professional Qualifications Standards for work in history and architectural history, and is listed in the California Council for the Promotion of History's Register of Professional Historians (#607). He earned an M.A. in public history from CSU, Sacramento, and is currently a Ph.D. candidate in the history department at UC, Santa Barbara.

Appendix A

SHPO Concurrence Letter

STATE OF CALIFORNIA – THE RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

August 18, 2014 Reply To: FTA_2014_0521_001

Janie Layton, BART Environmental Administrator
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94064-2688

Re: Section 106 Consultation for the Downtown Berkeley BART Plaza and Transit Area Improvements Project, Historic Property Identification, Berkeley, Alameda County, CA

Dear Ms. Layton:

Thank you for your letter of July 22, 2014, continuing consultation for the above-referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. The San Francisco Bay Area Rapid Transit District (BART) is requesting my concurrence on the historic property identification for the project.

FTA's letter of May 16, 2014, provided notification that FTA has delegated consultation authority for this undertaking to the BART to consult directly with my office to address Section 106 requirements to the extent that it facilitates the review and approval process. Per their letter, this delegation does not extend to making determinations, such as determinations of eligibility and effect. FTA indicated their agreement with BART's conclusions regarding the historic property identification in their email of August 15, 2014.

The undertaking proposes to replace certain features and improve access to and from the existing Downtown Berkeley BART station, including replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact storm water treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. These improvements would be located around the five secondary BART entrances, and the replacement of the existing rotunda with a new main entrance structure. The undertaking would also improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

Enclosed with your letter was the *Draft Cultural Resources Inventory and Evaluation Report for the Downtown Berkeley BART Plaza and Transit Improvement Project, Berkeley, Alameda County* (report), prepared for BART by ICF International in July, 2014. As shown on the map included in Appendix A of the report, the archaeological and architectural Area of Potential Effect (APE) has defined been defined by BART and FTA. The APE for architectural resources, including all built environment and cultural landscapes, encompasses the archaeological APE and all areas, including properties

adjacent to and in view of the Berkeley Plaza that could be directly or indirectly affected by the proposed project.

The archaeological APE is limited to areas that could be affected by the maximum extent of project-related ground disturbance. It is not anticipated that any previously undisturbed ground will be disturbed because all construction is taking place on top of the existing underground BART station. As stated in BART's letter, all soil that would be potentially disturbed consists of fill that was placed atop the roof the existing station when it was constructed. Ground disturbance of this fill as part of the undertaking would not exceed a depth of seven feet, which is the depth of the fill between street level and the roof of the station. I do not object to this APE.

On behalf of BART, ICF contacted the Native American Heritage Commission (NAHC) to request a Sacred Lands File search for known resources within the APE and a list of Native American contacts. BART sent letters regarding the project to the identified contacts on March 11, 2014, as well as seven additional parties with relevant local architectural history affiliations. The three responses are summarized in the report, all relating to the architectural history of the APE. No Native American responses were received.

Please note that the FTA cannot delegate government-to-government consultation responsibilities, per 36 CFR § 800.2(c)(4). The consultation letters included in the report sent to the Native American contacts do not specifically request consultation for the purposes of Section 106, which may have contributed to the lack of response. No follow up with these contacts was noted in the report. Additional consultation may be required on FTA's part to satisfy their Section 106 responsibilities per 36 CFR Part 800.4(a)(4).

A records search was conducted at the Northwest Information Center on November 25, 2013, and identified four studies previously conducted within or adjacent to the APE and four previously identified prehistoric resources. All four prehistoric sites have been covered by buildings or paved streets since their recordation. Twenty architectural resources were identified in the APE, either through the records search or field survey. Sixteen properties had been previously evaluated for the National Register of Historic Places (NRHP) and those findings had been concurred with by my office in 2004. One property is of recent construction, and three properties, including the Downtown Berkeley BART Plaza, have been evaluated in the report for their NRHP eligibility. Eleven additional buildings were previously determined to be ineligible for the NRHP or are of recent construction.

As discussed in the report the S.H. Kress & Co. building, located at 2036 Shattuck Avenue, appears to be eligible for the NRHP under Criterion C for its distinctive characteristics of type, period, and method of construction demonstrated by its 1930s Art Deco design within the context of S.H. Kress & Co. 5-10-25 Cent store construction during the tenure of the company's chief architect Edward F. Sibbert. The building was designated Berkeley local historic landmark #41 in 1981. Based on the evaluation in the report, BART has determined that 2036 Shattuck Avenue is eligible for listing on the NRHP. I concur with this determination.

BART has also determined, based on the evaluations in the report, that the building at 82 Shattuck Avenue and the BART station rotunda and BART plaza (also referred to a Constitution Square) are not eligible for listing in the NRHP. I concur with this determination.

Thank you for consulting on the identification efforts for this undertaking and considering historic properties in your planning process. I look forward to continuing consultation on this project with BART and the FTA. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or e-mail at kathleen.forrest@parks.ca.gov.

Sincerely,

Carol Roland-Nawi, Ph.D.

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

Cc: Dominique Pauwkowits, FTA (via email)

Appendix B

Consultation Letters to Native Americans

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Linda G. Yamane
P.O. Box 717
Linden, CA 95236

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Ms. Yamane:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

March 11, 2014

Rosemary Cambra, Chairperson
Muwekma Ohlone Indian Tribe of the SF Bay Area
P.O. Box 360791
Milpitas, CA 95036

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Ms. Cambra:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Jakki Kehl
720 North 2nd Street
Patterson, CA 95363

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Jakki Kehl:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

March 11, 2014

Tony Cerda, Chairperson
Coastanoan Rumsen Carmel Tribe
240 East 1st Street
Pomona, CA 91766

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Mr. Cerda:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Andrew Galvan
The Ohlone Indian Tribe
P.O. Box 3152
Fremont, CA 94539

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Mr. Galvan:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Katherine Erolinda Perez
P.O. Box 717
Linden, CA 95236

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Ms. Perez:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Ann Marie Sayers, Chairperson
Indian Canyon Mutsun Band of Coastoan
P.O. Box 28
Hollister, CA 95024

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Ms. Sayers:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Trina Marine Ruano Family
Ramona Garibay, Representative
30940 Watkins Street
Union City, CA 94587

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Trina Marine Ruano Family:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Michelle Zimmer
789 Canada Road
Woodside, CA 94062

Subject: Downtown Berkeley BART Plaza and Transit Area Improvement Project

Dear Ms. Zimmer:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

The Downtown Berkeley station has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the Proposed Project area. In addition, thousands of pedestrians and hundreds of bicyclists traverse the area on a daily basis. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. The Proposed Project area has a high number of pedestrian-vehicle collisions as well as vehicle-bicycle collisions. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The maintenance problems and the bulk of the secondary BART lighting restricts sightlines. The current brick plaza surface, landscaping and wells are difficult to clean and maintain.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

ICF conducted a background records search for the Proposed Project at the Northwest Information Center in December 2013. This search did not identify any previously recorded archaeological resources within or adjacent to the project area. The records search did, however, identify four prehistoric resources within 0.25-mile of the Proposed Project area. Three of the resources were single burials recorded and excavated in the 1940s-1950s, and the fourth consisted of a small shell scatter.

The Proposed Project area in Downtown Berkeley is very built-up, consisting of buildings and infrastructure. The construction of the original BART station in the 1970s resulted in an extensive amount of ground disturbance to the Proposed Project area. As a result, the Proposed Project is not anticipated to disturb any original ground; all of the proposed improvements would be conducted in areas of previous ground disturbance.

ICF contacted the Native American Heritage Commission (NAHC) for a review of its Sacred Lands Files on February 21, 2014. The NAHC's review failed to reveal the presence of Native American cultural resources in the immediate Proposed Project area. The NAHC identified you as a contact that may have specific knowledge of cultural resources, or other concerns, within the Proposed Project area. Should you have any knowledge of cultural resources within the Proposed Project area, know of other contacts that may have such knowledge, or have other concerns with regards to the Proposed Project, please contact me at (510) 874-7423 or send me an email at jlayton@bart.gov. If I do not hear from you within 90 days of receipt of this letter, I will follow up with a phone call.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

Appendix C

Consultation Letters to Historical Interest Groups

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Berkeley Architectural Heritage Association
2318 Durant Avenue
Berkeley, CA 94704

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Berkeley Architectural Heritage Association:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for

Property Address	Property Name	Previous Designation Status
		listing in the NRHP
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

The Bancroft Library
Reference Desk
University of California
Berkeley, CA 94720

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Bancroft Library:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP

Property Address	Property Name	Previous Designation Status
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Berkeley Digital Library
University of California, Berkeley
299 Evans Hall #6000
Berkeley, CA 94720

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Berkeley Digital Library:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP

Property Address	Property Name	Previous Designation Status
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Berkeley Historical Society
P.O. Box 1190
Berkeley, CA 94701

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Berkeley Historical Society:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP

Property Address	Property Name	Previous Designation Status
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2014

March 11, 2014

Ms. Sally Zarnowitz, Secretary
Landmarks Preservation Commission
Land Use Planning Division
2120 Milvia Street
Berkeley, CA 94704

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Ms. Zarnowitz:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP

Property Address	Property Name	Previous Designation Status
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

March 11, 2014

Berkeley College of Environmental Design
Environmental Design Archives
University of California, Berkeley
280 Wurster Hall #1820
Berkeley, CA 94720-1820

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Berkeley College of Environmental Design, Environmental Design Archives:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP

Property Address	Property Name	Previous Designation Status
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

March 11, 2014

Berkeley College of Environmental Design
Department of City and Regional Planning
University of California, Berkeley
228 Wurster Hall #1850
Berkeley, CA 94720-1850

Subject: Downtown Berkeley BART Plaza and Transit Area Improvements Project

Dear Berkeley College of Environmental Design, Department of City and Regional Planning:

The San Francisco Bay Area Rapid Transit (BART) District is proposing to replace certain features and improve access to and from the existing Downtown Berkeley BART station (Proposed Project). BART is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Project to comply with the California Environmental Quality Act (CEQA). The Proposed Project is receiving funding from the Federal Transit Administration (FTA) and due to historic structures identified within the vicinity of the Proposed Project, FTA and BART will evaluate the effects of the Proposed Project pursuant to Section 106 of the National Historic Preservation Act (NHPA) to comply with National Environmental Policy Act (NEPA). ICF International was retained by BART to assist BART and FTA in compliance with the requirements of CEQA and NEPA.

As part of our effort to identify cultural resources within the Proposed Project area, potentially interested parties are being consulted regarding any significant historic, built-environment resources (buildings/structures) that may be affected by the Proposed Project. Your effort in this process provides invaluable information for the proper identification and treatment of these resources. The Proposed Project is described below, and the location of the Proposed Project site is depicted on the enclosed map. A table representing the nineteen (19) properties that are located within the Proposed Project boundary—referred to as the Architectural History Area of Potential Effects (APE)—follows the Proposed Project summary.

The Proposed Project site is a transit center in the downtown area of the city of Berkeley in Alameda County. It is bound by commercial development along Shattuck Avenue, with Center Street to the north and Allston Way to the South. The area surrounding the Proposed Project site is largely commercial with the University of Berkeley campus approximately 650 feet east of the Proposed Project site.

The Proposed Project would include replacing some sidewalk surface materials, improving pedestrian-oriented lighting and landscaping using low-impact stormwater treatments, providing covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage. The Proposed Project would include the design and construction of various improvements for the five secondary BART entrances, and the replacement of the rotunda with a new main entrance structure. The Proposed Project would improve bicycle parking, disability access, the BART elevator at the northwest corner of Center Street/Shattuck Avenue, and may also include elements such as an information kiosk and public art.

The Proposed Project would reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding and entrance improvements. In addition, it would improve boarding areas and passenger loading operations at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops would improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety. The Proposed Project would improve multimodal access for an influx of new residents and employees anticipated in the coming years, improving inter-modal interconnectivity, improving pedestrian safety, and enhancing transit rider safety and comfort.

The table below represents the nineteen (19) properties located within the Proposed Project APE and their current historical designation status. Most were evaluated for National Register of Historic Places (NRHP) eligibility in conjunction with AC Transit's Bus Rapid Transit Project (State Historic Preservation Office concurred with the findings in 2004). The Proposed Project would have no direct effects on any of the buildings within the APE. BART is considering the potential for indirect (e.g., visual) effects to these buildings resulting from the Proposed Project. Additionally, the Downtown Berkeley BART Plaza (including the rotunda) will be evaluated for its potential historical significance.

Finally, it is important to note that the Berkeley Civic Center Historic District is adjacent to, but does not overlap, the Proposed Project APE boundary.

Architectural Resources within the Proposed Project Area of Potential Effects

Property Address	Property Name	Previous Designation Status
2150 Shattuck Avenue	1st Savings/Powerbar	Determined eligible for listing in the NRHP and CRHR
2168-2180 Shattuck Avenue	Constitution Square	Determined not eligible for listing in the NRHP
2190 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2200 Shattuck Avenue	Shattuck Hotel	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2201-2217 Shattuck Avenue	Hinkel/Havens Blocks/Edys KPFA Radio Station	Determined eligible for listing in the NRHP and CRHR; City of Berkeley Designated Landmark
2187 Shattuck	Samson Market/Central Bank/Walgreens	Determined not eligible for listing in the NRHP
2177-2183 Shattuck Avenue	F. W. Foss Co./Martino's Restaurant	Determined eligible for listing in the NRHP and CRHR
2169-2175 Shattuck Avenue	N/A	Determined not eligible for

Property Address	Property Name	Previous Designation Status
		listing in the NRHP
2151-2165 Shattuck Avenue	Wright Block/Blums Flower Shop/Games of Berkeley	Determined not eligible for listing in the NRHP
150 Berkeley Square	Kaplan Building	Constructed in 2000—not a historic resource
133 Berkeley Square	Southern Pacific Offices	Determined not eligible for listing in the NRHP
124-131 Berkeley Square	Southern Pacific Offices/Fox Photo/Square Fountain	Determined not eligible for listing in the NRHP
100-115 Berkeley Square	Greyhound	Determined not eligible for listing in NRHP
82 Shattuck Square	Shattuck Square Building	City of Berkeley Landmark
2036 Shattuck Avenue	S. H. Kress & Co.	City of Berkeley Landmark
2100-2114 Shattuck Avenue	Francis Shattuck Building	Determined not eligible for listing in the NRHP; City of Berkeley Landmark
2116-2118 Shattuck Avenue	N/A	Determined not eligible for listing in the NRHP
2120-2122 Shattuck Avenue	Roy O. Long Co./Morse-Brock Building	Determined eligible for listing in the NRHP and CRHR
2140-2144 Shattuck Avenue	Chamber of Commerce	Listed in the NRHP; City of Berkeley Landmark

If you have additional information with regard to the properties listed in this table, or the Proposed Project, we would appreciate you providing it to us. As stated above, your role in the process of obtaining relevant historical information pertaining to these architectural resources will facilitate the proper identification and treatment of these resources.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Janie Layton
BART Environmental Administrator
(510) 874-7423

Enclosure: APE Map

Appendix D
Project Simulations

Description of Simulations

Figure A

A-1: existing view facing north toward Center Street of current BART station plaza and rotunda structure.

A-2: simulated view facing north toward Center Street of proposed BART station plaza improvements and the new main plaza entrance headhouse (the structure replacing the rotunda).

Figure B

B-1: existing view facing southwest toward northeast corner of Shattuck Avenue and Center Street showing portion of current BART station plaza and south side of the rotunda structure.

B-2: simulated view facing southwest toward northeast corner of Shattuck Avenue and Center Street of proposed BART station plaza improvements and the new main plaza entrance headhouse.

Figure C

C-1: existing view facing southeast from a vantage at Center Street showing portion of current BART station plaza and the northern side and west entrance of the rotunda structure.

C-2: simulated view facing southeast from a vantage at Center Street of proposed BART station plaza improvements and the new main plaza entrance headhouse.

Figure D

D-1: existing view facing west from a vantage at Shattuck Avenue showing current BART station plaza and the east side of the rotunda structure.

D-2: simulated view facing west from a vantage at Shattuck Avenue of proposed BART station plaza improvements and the new main plaza entrance headhouse.

Figure E

E-1: existing view facing northwest from a vantage at Shattuck Avenue and Allston Way showing current BART station plaza and the southeast side of the rotunda structure.

E-2: simulated view facing northwest from a vantage at Shattuck Avenue and Allston Way of proposed BART station plaza improvements and the new main plaza entrance headhouse.

A-1: Existing View

digital imaging studio dis

A-2: Simulated View

digital imaging studio dis

Source: BART

Graphics ... 00036.14 (8/8/14) AB

Figure A
Existing and Simulated Views

B-1: Existing View

digital imaging studio dis

B-2: Simulated View

digital imaging studio dis

Source: BART

Graphics ... 00036.14 (8/8/14) AB

ICF INTERNATIONAL

Figure B
Existing and Simulated Views

C-1: Existing View

digital imaging studio dis

C-2: Simulated View

digital imaging studio dis

Source: BART

Graphics ... 00036.14 (8/8/14) AB

Figure C
Existing and Simulated Views

D-1: Existing View

digital imaging studio dis

D-2: Simulated View

digital imaging studio dis

Source: BART

Graphics ... 00036.14 (8/8/14) AB

ICF INTERNATIONAL

Figure D
Existing and Simulated Views

E-1: Existing View

digital imaging studio dis

E-2: Simulated View

digital imaging studio dis

Source: BART

Graphics ... 00036.14 (8/8/14) AB

ICF INTERNATIONAL

Figure E
Existing and Simulated Views

Appendix E
Cumulative Projects List

Appendix E: Cumulative Project List

Project Name	Address	Distance from Project Site (in miles)	Residential (number of units)	Non-Residential (square feet or number of rooms)	Non-Residential Uses	Parking (number of spaces)	Date Approved	Construction Period	Status
City of Berkeley Projects									
1931-1935 Addison Street	1931-1935 Addison Street	0.18	69 units	7240 SF	Commercial	9 auto	June 2013	Unknown	Under construction
1950 Addison Street	1950 Addison Street	0.18	93 units	2,853 SF	Retail	69 auto 96 bike 2 car share	October 2014	Unknown	Zoning Adjustments Board (ZAB) not yet scheduled
2489 Martin Luther King Jr. Way	2489 Martin Luther King Jr. Way	0.44	21 units	1,725 SF	Unknown	Unknown	July 2004	Unknown	Under construction
1951-1975 Shattuck Avenue	1951-1975 Shattuck Avenue	0.19	78 units	Unknown	Unknown	Unknown	Unknown	Unknown	Application not submitted
2129 Shattuck Avenue	2129 Shattuck Avenue	0.06	--	284,000 SF	Hotel	Unknown	Unknown	Unknown	Application not submitted
2323 Shattuck Avenue	2323 Shattuck Avenue	0.18	15 units	2,609 SF	Commercial	18 bike	December 2006	Unknown	Under construction
1499 University Avenue	1499 University Avenue	0.76	--	39 rooms	Hotel	33 auto 8 bike	December 2010	Unknown	BP approved
1698 University Avenue	1698 University Avenue	0.51	36 units	Unknown	Mixed-Use	33 auto 10 bike	July 2005	Unknown	Undergoing plan check
1974 University Avenue	1974 University Avenue	0.21	102 units	7,800 SF	Commercial	76 auto	Unknown	Unknown	Undergoing plan check
Acheson Commons	1979-1987 Shattuck Avenue, 2101-2113 University Avenue, 2125-2145 University Avenue, 1922 & 1930 Walnut Street	0.14	205 units	34,000 SF	Restaurant (8,084 SF) Retail (25,882 SF)	80 auto	July 2013	Unknown	Land use entitlement, no building permit
Bancroft Apartments	2124 Bancroft Way	0.28	50 units	312 SF	Retail	13 auto 50 bike	Unknown	Unknown	Design Review Committee (DRC) not yet scheduled
Berkeley Central	2055 Center Street	0.04	143 units	18,800 SF	Cultural Center (13,000 SF) Retail (5,800 SF)	160 auto	October 2004	Constructed	Completed
Berkeley Gateway	2107 Dwight Way	0.21	99 units	5,607 SF	Commercial	45 auto	December 2012	Unknown	Under construction
Center Street Garage	2025 Center Street	0.08	--	Unknown	Parking	690 auto	Unknown	To begin early 2016	In design phase
The Durant	2024 Durant Avenue	0.27	78 units	--	None	34 auto	June 2013	Unknown	Under construction
Garden Village	2201 Dwight Way	0.40	77 units	--	None	4-10 car share 234 bike	October 2013	Unknown	Under construction
Overture	1812 University Avenue	0.33	44 units	4,505 SF	Commercial (2,816 SF) Retail (1,689 SF)	19 auto 32 bike	February 2015	Unknown	Under construction
Parker Place	2598-2600 Shattuck Avenue	0.44	155 units	22,905 SF	Commercial	285 auto	Unknown	Unknown	Under construction
The Residences at Berkeley Plaza	2211 Harold Way	0.09	302 units	30,000 SF	Restaurant (8,081 SF) Retail (2,454 SF) Cinema (19,460 SF)	171 auto 100 bike	Unknown	Unknown	Zoning Adjustments Board (ZAB) scheduled April 2015
Shattuck Hotel	2129 Shattuck Avenue	0.05	--	18 rooms	Hotel	Unknown	Unknown	Unknown	In design phase
UC Berkeley Projects									
Berkeley Art Museum and Pacific Film Archive (BAM/PFA)	2150 Addison Street	0.09	--	82,000 SF	Educational	Unknown	Unknown	To be completed mid-2015	Under construction
Berkeley Way Project	2012 Berkeley Way	0.19	--	266,000 SF	Educational Commercial Offices	Unknown	Unknown	To be completed mid-2017	In planning phase