

Appendix D

Adeline Corridor Specific Plan Cultural Resources Technical Report

CULTURAL RESOURCES TECHNICAL REPORT
Adeline Corridor Specific Plan
Berkeley, California

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INTRODUCTION AND SUMMARY OF FINDINGS

The Adeline Corridor Plan (Plan) will be the blueprint to guide future improvements and enhancements in the plan area, which extends approximately 1.3 miles north from the Berkeley/Oakland border along Adeline Street and Shattuck Avenue in the City of Berkeley (Figures 1 and 2). The plan area contains a wide range of commercial, civic, cultural and residential land uses as well as the Ashby BART Station, a regional transit facility, located in the central/southern portion of the plan area. The planning process will identify community goals and priorities related to job opportunities, affordable housing, urban design, historic and cultural resources, multi-modal transportation options, open space and other amenities.

This Cultural Resources Technical Report (CRTR) presents an overview of cultural resources in the plan area, including an updated record search, a historic context statement, results of Native American consultation, archaeological survey results, archaeological sensitivity analysis, and mitigation recommendations.

Twenty-five built environment resources within the plan area have been determined eligible for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and/or Berkeley Landmark or Structure of Merit status. These buildings are historical resources as defined in the California Environmental Quality Act (CEQA) Guidelines (§15064.5). In addition, five more buildings appear to have the potential to be eligible, but have not been formally evaluated.

No archaeological sites are known in the plan area, which had no recorded Native American settlements at contact with Spanish explorers. The area has low sensitivity for buried prehistoric archaeological resources. The extensive disturbance of Adeline Street and Shattuck Avenue for the construction of the BART Berkeley subway gives the public right-of-way a very low archaeological sensitivity within the plan area. However, the backyards of privately-owned residential parcels developed before 1900 have moderate sensitivity for buried historic archaeological resources.

This report was prepared by Dr. Daniel Shoup of Archaeological/Historical Consultants (A/HC; Oakland, California). The historic context and architectural settings sections are adapted from a previous report prepared by JRP Historical Consultants in early 2018.

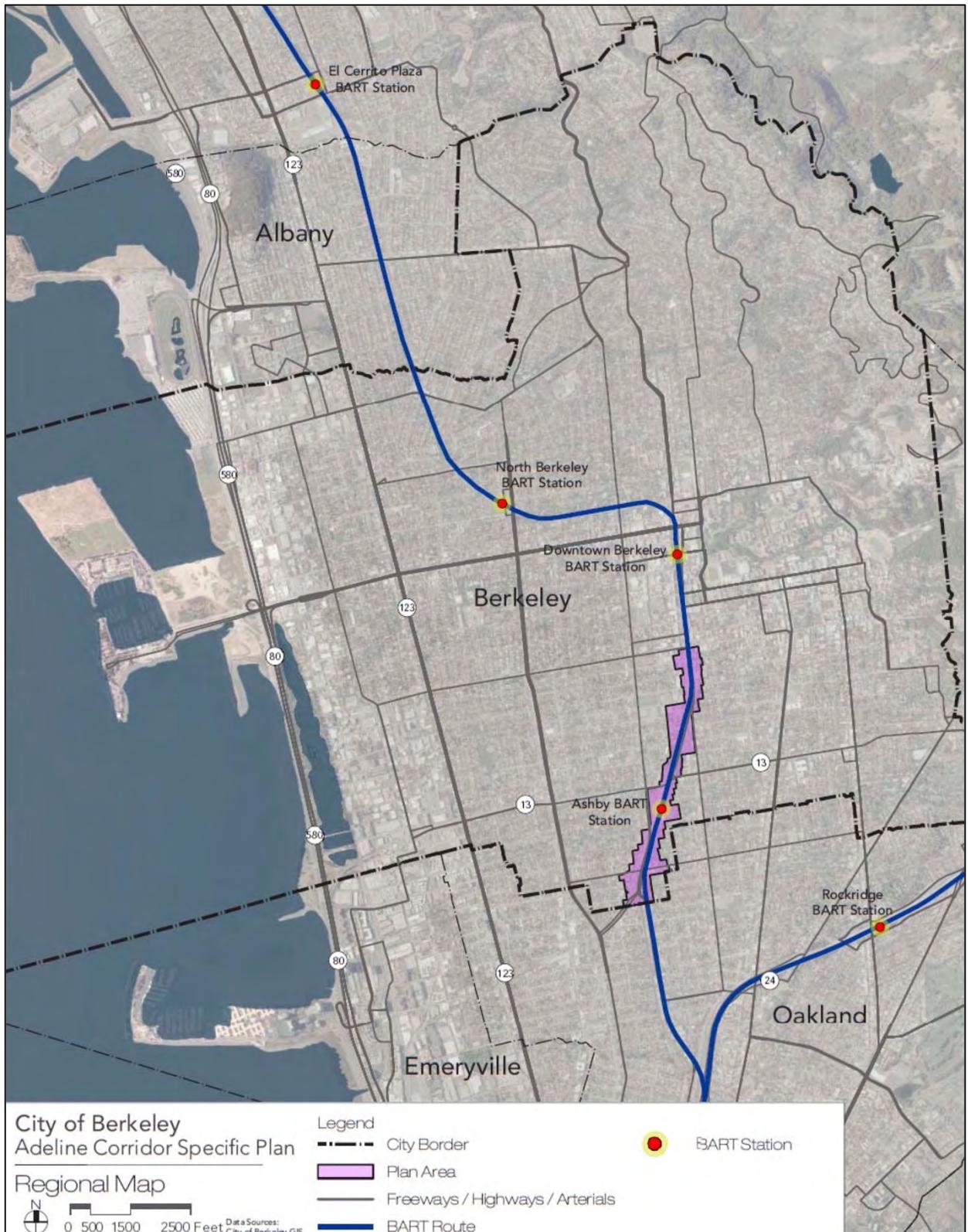


Figure 1: Project Overview Map

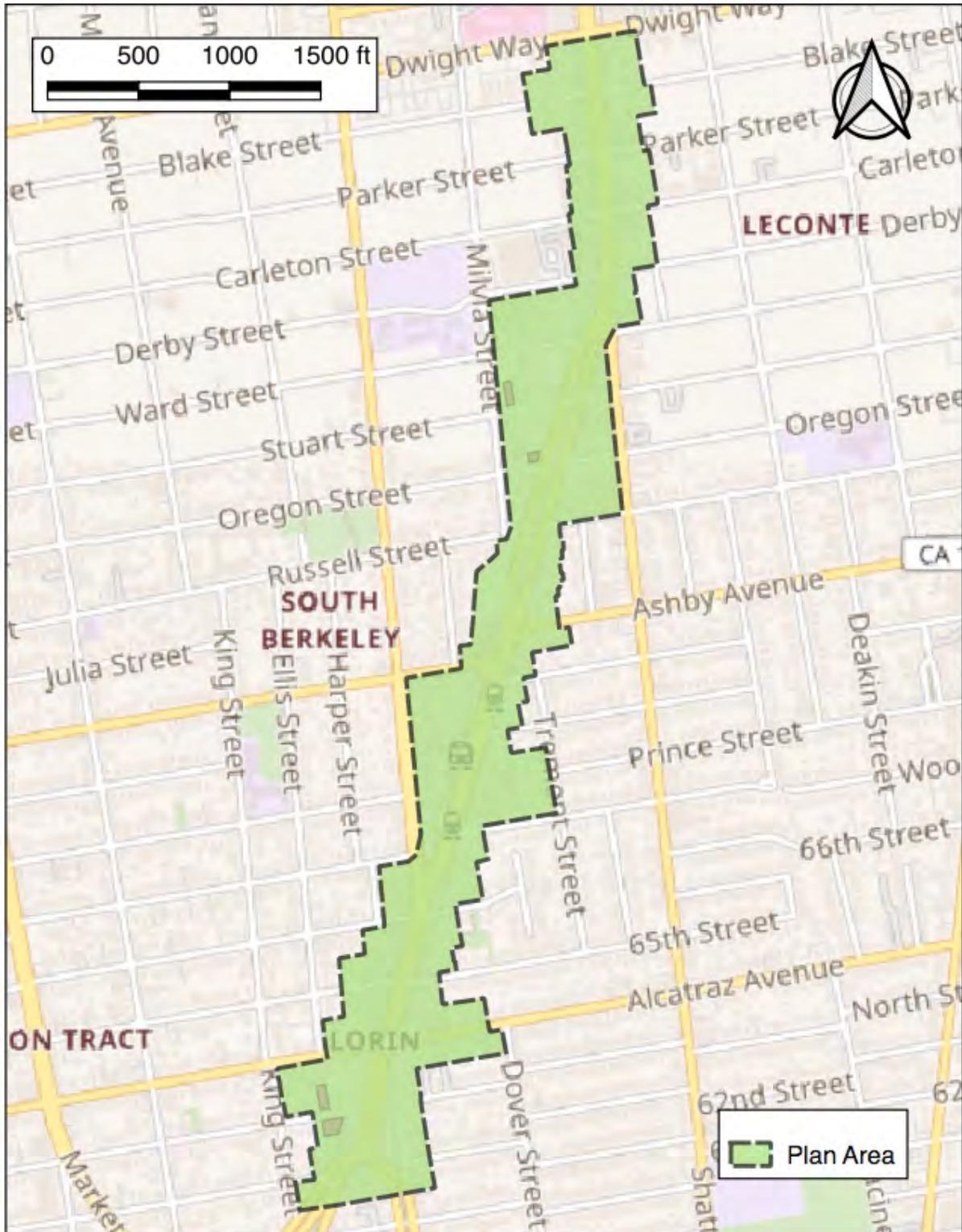


Figure 2: Plan Area

RESEARCH SOURCES

The information in this report was derived from field survey, archival research, a record search at the Northwest Information Center, and review of Federal, State and local registers of historic properties. Archival research was undertaken at the Earth Sciences and Map Library of the University of California, Berkeley, the Berkeley Historical Society, the History Room of the Oakland Public Library, and in the corporate archives of A/HC and JRP. For a full list of sources consulted, see the attached bibliography.

On September 11, 2018, Lisa Hagel of the Northwest Information Center, California Historical Resources Information System, completed a record search for the plan area and a 1/8-mile radius around it (NWIC #18-0321). The record search indicated that six historic architectural resources within the plan area had previously been recorded. No archaeological resources were identified within the APE or the search radius. Twenty previous studies have covered portions of the APE, but have not identified archaeological resources. Please see Appendix A for record search results.

Review of the NRHP, the CRHR, California Historical Landmarks, the California Inventory of Historical Resources, City of Berkeley Registers, and the State Office of Historic Preservation Historic Properties Directory identified 25 CEQA historical resources in the plan area, for a total of 25. In addition, field survey by JRP Historical Consultants in 2015 identified five more buildings that might be eligible, but had not been formally evaluated.

NATIVE AMERICAN CONSULTATION

On September 7, 2018, the California Native American Heritage Commission (NAHC) provided the City of Berkeley with a consultation list of tribes in Alameda County, with recommendations for consultation. On September 12, 2018, the City of Berkeley sent consultation letters to the six tribal organizations noted on the NAHC’s contact list for Alameda County. The letters communicated the results of the record search and invited the recipients to communicate any information or concerns they might have regarding the plan area.

No responses were received by December 21, 2018. Please see Appendix B for copies of the correspondence noted above.

Table 1.1: Native American Individuals and Groups Consulted			
Name	Organization or Tribe	Location	Replied?
Monica Arellano	Muwekma Ohlone Tribe	Castro Valley, CA	
Tony Cerda	Costanoan Rumsen Carmel Tribe	Pomona, CA	
Ramona Garibay	Trina Marie Ruano Family	Union City, CA	
Charlene Nijmeh	Muwekma Ohlone Tribe	Castro Valley, CA	
Katherine Perez	North Valley Yokuts Tribe	Linden, CA	
Ann-Marie Sayers	Indian Canyon Mutsun Band of Costanoan	Hollister, CA	
Irene Zwierlein	Amah Mutsun Tribal Band of Mission San Juan Bautista	Woodside, CA	
*This table reflects potential significance for architectural merit and retention of integrity based on reconnaissance survey only.			

HISTORIC CONTEXT

Environment

The Adeline Street Corridor lies in the coastal plain between San Francisco Bay and the East Bay hills to the west. Elevation within the plan area ranges from 160 feet at Dwight Way to about 85 feet at Alcatraz Avenue. The USDA soil survey identifies the plan area as Holocene-era alluvial fan terraces of the Tierra Compleja (95%) and basin deposits of the Clear Lake Compleja (5%; USDA 2018). Today, native soils in the area are intermixed with artificial fill. In prehistory, the plan area was a mosaic of grassland and oak woodland, with the wetlands of the Bay to the west and perhaps riparian vegetation along Derby Creek and its tributaries.

Prehistory

Some of the first significant regional archaeological work was conducted early in the 20th century when N.C. Nelson recorded and/or excavated over 400 bayside shell mounds (Nelson 1909; Moratto 1984). Data from these excavations and successive projects in the San Francisco Bay, delta, and inland sites illuminated regional archaeological sequences and allowed the development of the Central California Taxonomic System (CCTS). The CCTS outlines three main chronological periods (or ‘horizons’) for the Sacramento Delta and San Francisco Bay areas – Early, Middle, and Late, mostly based on evidence from mortuary practices and analysis of stylistic change in burial-associated artifacts. We summarize the Early, Middle, and Late Periods, with the transitions between them, following Hylkema’s (2002) and Milliken *et al.*’s (2007) approaches.

The Early-Middle-Late sequence focuses on the Late Holocene period (after 2000 BC), since little archaeological information from the Early Holocene is known from the San Francisco Bay Area. In other parts of California, the Early Holocene (8000-3500 BC) is characterized by mobile foragers using wide-stemmed and leaf-shaped projectile points and large milling slabs (Milliken *et al.* 2007:114). Given the rise in sea levels in the Middle Holocene, the relatively recent formation of San Francisco Bay, and the presence of constant alluviation in low-lying parts of the Bay Area, most evidence of the earliest human habitation in the area is likely to be underwater or deeply buried. For the Early Holocene period, therefore, most evidence comes from inland sites: deposits dating from ca. 8000 BC and burials dating from 5500-5000 BC were discovered around Los Vaqueros Reservoir in eastern Contra Costa County (Meyer and Rosenthal 1997), and deep deposits from the Metcalf Creek site (CA-SCI-178) in Morgan Hill yielded radiocarbon dates of 8000-6500 years BC (Hildebrandt 1983; Milliken *et al.* 2007:114; Jones *et al.* 2007:130).

More evidence is available from Early Period (4000-500 BC) in the San Francisco Bay Area, with the emergence of the “Windmill pattern” of large stemmed and concave-base obsidian projectile points, rectangular *Olivella* beads, charmstones, extended burials facing toward the west, and the replacement of milling slabs with mortars and pestles. Few high-density shell deposits are found compared to later periods, suggesting a preferential use of terrestrial rather than marine resources; however, semi-sedentary land use, shell mound development, and evidence of regional trade are typical in some areas of the Bay. This cultural pattern appears earlier in the San Joaquin and Sacramento valleys, suggesting an influx of traditions or people from those areas into the Bay Area at some point during the period. In the East Bay, mortars and pestles first appear after 4000 BC and are ubiquitous by 1500 BC (Milliken *et al.* 2007:115; Moratto 1984: 277).

The Lower Middle Period (or Berkeley Pattern, 500 BC to 430 AD) is marked by major cultural disruptions, such as the disappearance of the square *Olivella* bead tradition and the introduction of new bead types, much lower frequency of projectile points, introduction of flexed burials, and introduction of decorative objects that may represent religious or cosmological beliefs. The period also saw the increased use of marine resources throughout the Bay Area and the development of a network of large shellmounds (Lightfoot 1997; Moratto 1984:283; Lightfoot and Luby 2002; Leventhal 1993).

In the Upper Middle Period (430-1050 AD), a major cultural shift seems to have taken place, with the collapse of trade networks, site abandonment, and the introduction of new bead forms and burial patterns. This tradition, known as the Meganos complex, was characterized by extended dorsal burials with elaborate grave goods (Jones et al. 1987).

The Late Period (1050-1550 AD) is characterized by significant social transformations, an increase in social complexity, increased sedentism, and the unification of ceremonial systems around the Bay Area. Changes in material culture include the introduction of the bow and arrow (with accompanying development of arrow-sized projectile points), harpoons, tubular tobacco pipe, clamshell disc beads, and new forms of ornamentation. Socially, increasing intensity of trade relations, increased sedentism, and cremation of high status individuals appeared. The last two centuries before Spanish contact saw a series of changes in shell bead types, mortuary wealth distribution, and the introduction of new technology types such as the hopper mortar, though some of these innovations were slow to arrive in the eastern and southern parts of the Bay Area (Milliken et al. 2007:117).

The most significant prehistoric archaeological sites in the East Bay are the shellmounds around the Bay margins (Nelson 1909). Ten of these shellmounds were in Berkeley, Emeryville, and Oakland (ALA-307-314, ALA-314a, and ALA-315), and three others were recorded in nearby Alameda (ALA-316-318). Another prehistoric site is known along Temescal Creek in North Oakland (P-01-010600), and at least seven other prehistoric sites are located west of downtown Oakland and along the Oakland Estuary (see Baker 2005:3-4; 14; Baker 2010:14). However, all these sites are one mile or more from the plan area.

Several of the shellmounds in Berkeley and Emeryville were investigated early in the 20th century. West of the plan area, Max Uhle excavated at the Emeryville shellmound as early as 1902, discerning strata and diachronic change within what was one of the largest shellmounds in the Bay area. Schenck renewed excavations there in 1924 when the shellmound was levelled for industrial development (Moratto 1984:227-230). The Emeryville shellmound was believed largely destroyed until excavations required by extensive redevelopment in 1999 found 2.5 meters of subsurface midden, hundreds of human burials, artifacts, and radiocarbon dates extending to about 5000 B.C. at the bottom of the central mound (Morgan 2005). Another important site, Ala-307 in West Berkeley, was excavated in 1902 and in the mid-1950s before its destruction. The site provided an extensive faunal inventory and information on species change during the life of the site, as well as important temporal and comparative data that has helped construct a regional archaeological sequence (Wallace and Lathrop 1975; Follett 1975; Greengo 1975; Moratto 1984:260-261).

Ethnography and Ethnohistory

The Huchiun people lived near the plan area when Spanish soldiers and missionaries arrived in the Bay Area. Huchiun territory extended “along the East Bay shore from Temescal Creek...north to the lower San Pablo and Wildcat Creek drainages in the present area of Richmond” (Milliken

1995:243). The names of at two Huchiun villages – Genau and Junchaque – are known from Mission records, but their exact location is unknown (Milliken 1995:243). Huchiun presence near Temescal Creek is attested in its Mexican-era name, “Arroyo del Temescal o Los Juchiyunes.”

The Huchiun were one of the groups of the Ohlone people who lived along the east, west, and south shores of San Francisco Bay and in the Santa Cruz Mountains, Salinas Valley, and Monterey Bay area. The Ohlone were successful intensive food collectors and hunters who utilized a wide range of resources in a very favorable environment. Those populations living adjacent to the great bays of the region relied heavily on shellfish and aquatic animals for food. In the interior, plant foods in plentiful variety were gathered on a seasonal basis, with acorns the most important vegetal staple since they could be stored in great quantity. Large game like deer, elk, and antelope were hunted. Game birds, waterfowl, fish, and shellfish were other major food sources that thrived in the nearby sloughs and marshes of San Francisco Bay (Milliken 1995:16-18; Levy 1978).

Ohlone society was organized in local tribes of 200-400 people living in semi-permanent villages, with tribelets controlling fixed territories averaging 10 to 12 miles in diameter (Milliken *et al.* 2007). Shoup and Milliken (1999:8) note that local tribes “were clusters of unrelated family groups that formed cooperative communities for ceremonial festivals, for group harvesting efforts, and – most importantly – for interfamily conflict resolution.” Hereditary village leaders, who could be male or female, played an important role in conflict resolution, receiving guests, directing ceremonies, organizing food-gathering expeditions, and leading war parties but did not otherwise exercise direct authority (Levy 1978:487). Despite their autonomy, intermarriage between tribelets appears to have been frequent (Milliken 1995:22-24).

Ohlone residences were typically round, domed or conical thatch homes on a frame of poles or branches, with a hearth in center of the floor and corresponding smoke hole in the roof (Kroeber 1925:219). Sweathouses, dance enclosures, and assembly houses are also attested. Material culture included complex decorative and utilitarian basketry, shell ornaments, tule boats, feather nets, hair decorations and jackets, and a full suite of bone and stone tools. Tattooing of face, hands, and neck is attested in early ethnographic accounts (Levy 1978:493-493; Byrd *et al.* 2017). Ohlone peoples consumed a varied diet, with acorns from a range of oak species (Coast Live, black, tanbark) a staple food and buckeye, laurel, and hazelnuts playing a secondary role. Seeds including chia, pine nuts, and a range of grass seeds were harvested: soldiers on the 1776 Anza expedition were fed a kind of “tamale” made of seeds at several Ohlone villages (Milliken 1995:33-34). Berries such as blackberries, strawberries, madrone, grapes, and toyon were also eaten, as were a range of roots (Levy 1978:491). For animal resources people looked both to the Bay for fish, shellfish, waterfowl, and sea mammals, and to the plains and foothills for larger animals such as deer and elk.

The Huchiun spoke the Chochenyo dialect of the Ohlone language, which was spoken along the eastern shore of San Francisco Bay prior to 1770. Ohlone dialects formed a continuum from Richmond south to Hollister, where nearby groups could easily understand each other’s speech; communities living near speakers of other language groups, such as Coast Miwok, Bay Miwok, or Yokuts were often bilingual and frequently intermarried (Milliken *et al.* 2007; Golla 2007:75). Ohlone/Costanoan, which is closely related to the Miwok languages, is a branch of the Yok-Utian subfamily of the Penutian languages, which are spoken along the Pacific Coast from Central California to southeast Alaska. Penutian speakers seem to have entered central California from the northern Great Basin around 4000-4500 years ago and arrived in the San Francisco Bay Area about 1500 years ago, displacing speakers of Hokan languages (Golla 2007:74). This movement

may be correlated with the spread of the Windmill pattern of material culture into the Coast Ranges and San Francisco Bay area (Moratto 1984:553; Levy 1978:486).

History

Early History

At the opening of the historic period, the plan area appears to have been sparsely inhabited, with the main Huchiun villages located near Richmond. Crespí, passing through the coastal East Bay in late March of 1772, noted that “neither in this march nor in the preceding one have we seen a single heathen, and very few tracks of them,” though they met with people in the Richmond area to the north (quoted in Milliken 1995:291). Likewise, Font mentions no villages along the East Bay shore in his 1776 diary of the Anza expedition (Font 1776). It is possible, of course, that they simply did not see the nearest villages, especially if they were located at the base of the hills. The Huchiun population in 1790 was likely around 400 people (Milliken 1995:156).

Mission San Francisco was founded in 1776, but only a few Huchiun people moved to the mission in the initial years. In Fall 1794, however, the Huchiun migrated *en masse* to the mission, where 187 Huchiuns were baptized in just two weeks. Dismal conditions at Mission San Francisco caused a massive flight of converts from the mission in 1795, followed by Spanish military reprisals and forced return of converts by soldiers. Growing resistance to missionization and Spanish military reprisals sped the end of voluntary conversions (Milliken 1995:142-146). In 1797, Spanish military actions against native villages in the East Bay included attacks on three Huchiun villages and capture of numerous Huchiun resisters. Resistance was essentially quelled by 1801, as Milliken notes: “by the end of Summer 1801, the flat plains from the Santa Clara Valley north all along the east side of San Francisco Bay to the present Richmond area were devoid of native villages, with the exception of the San Leandro Creek Jalquin (Yrgin) regions” (Milliken 1995:171).

Missionization was a disaster for the native people of the region. Disease, dietary deficiency, declining birth rate, and military conflict resulted in an almost 80% population decline by 1832. This population loss, the mingling of ethnic groups at the missions, and the discouragement of traditional social practices resulted in the almost total disintegration of traditional lifeways. After secularization of the missions in the 1830s, some native people went to work on nearby ranchos, perhaps gravitating to home lands, but there is little information available about Indian life in this period.

Rancho San Antonio

In the late Spanish and Mexican periods, the plan area lay within Rancho San Antonio, which had been granted in 1820 to Luis Maria Peralta, who had come to California in 1776 with the Anza expedition. The rancho stretched over 43,000 acres, from Albany in the north to San Leandro Creek in the south (Beck and Haase 1974:30). In 1842, Luis Peralta divided the ranch among his sons, with José Domingo receiving what is today Berkeley and Albany and José Vicente receiving what is now Emeryville, North and West Oakland, and Piedmont (Figure 3; Hoover et al. 1990:9). The plan area lay almost equidistant between Domingo Peralta’s adobe home on Codornices Creek and Vicente’s home on Temescal Creek. In the wake of the California Gold Rush, the Peralta family was plagued by squatters who overran rancho land, sometimes violently (Hoover et al. 1990:10, 13). Domingo Peralta sought to have his property confirmed in United

States courts, but internal family in-fighting and squatters kept the family in the courts for many years, which “helped to destroy the Peralta patrimony” (Hoover et al. 1990:13).

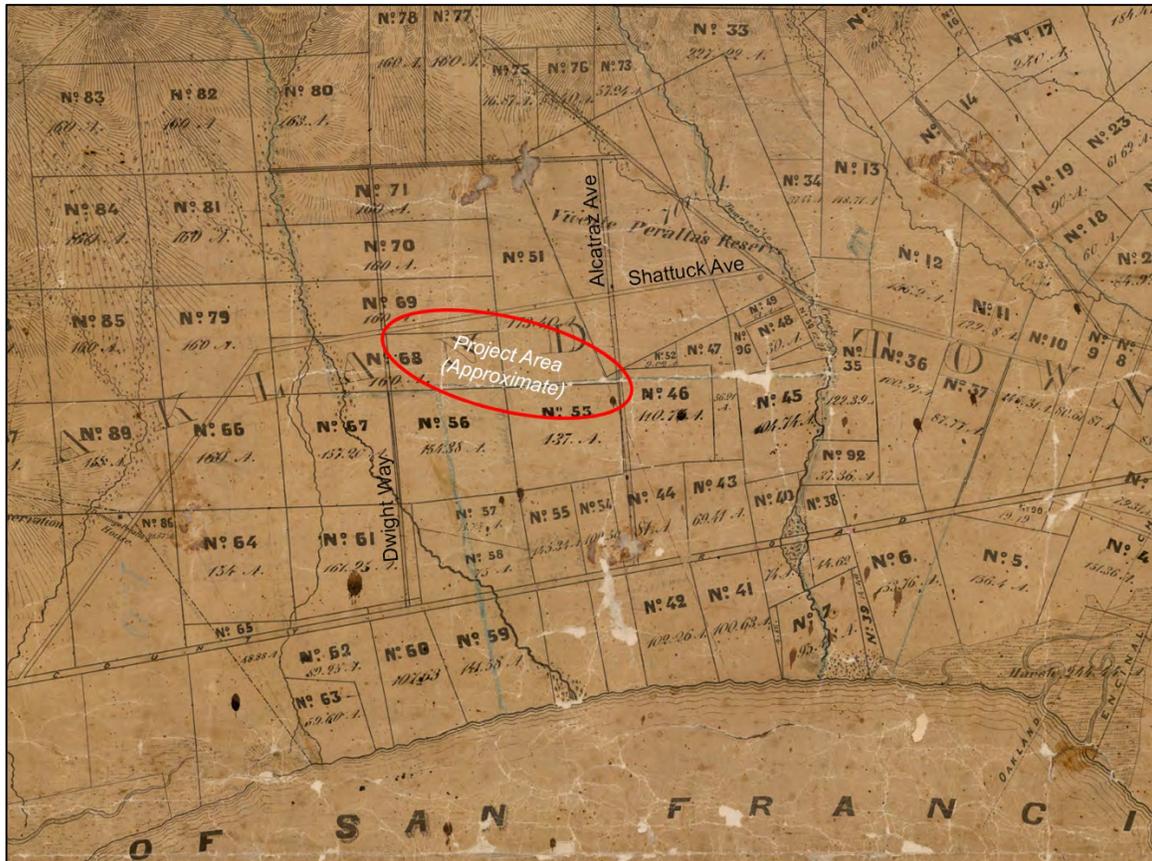


Figure 3. 1853 Map of Rancho San Antonio, showing subdivision of the Rancho. Temescal Creek is at right, with Strawberry Creek at left (Kellersberger 1853).

Early American Settlement

The US acquired California from Mexico through the Treaty of Guadalupe Hidalgo in 1848. Weeks before the treaty was signed, gold was discovered along the American River, sparking the Gold Rush. Immigrants flooded into the territory and those arriving by sea traveled through the Bay Area and the Central Valley to gold fields in the Sierra Nevada. By the end of 1849, San Francisco’s population had grown from five or six hundred to 25,000. This massive influx of population help push California into statehood in 1850 and had profound impacts upon the East Bay as new arrivals moved across the bay and established the beginnings of future cities like Berkeley.

Although Domingo Peralta’s land was finally confirmed to him in 1877, Francis Kittredge Shattuck (who had failed to strike it rich in the gold fields) and his three business partners William Hillegass, George M. Blake, and James Leonard filed a pre-emptive claim on 640 acres of Peralta’s land in the early 1850s. Shortly thereafter, Domingo Peralta sold off most of his land to four San Franciscans (Hall McAllister, Richard P. Hammond, Lucien Hermann, and Joseph K. Irving) who

eventually subdivided and sold the former rancho land. The land that Shattuck, Hillegass, Blake, and Leonard claimed, and eventually obtained legally, included the area along the Adeline corridor north of Russell Avenue (Ferrier 1933:25-27; Wollenberg 2008:10ff).

James Leonard reportedly farmed most of those 640 acres and established his homestead on Blake Street (between Ellsworth and Dana streets) in the early 1850s, where he grew grain. In 1860, Leonard established an east-west road just north of his home – initially called Leonard road, it became known as Dwight Way by 1874 (Comstock 2013:25). Other early landowners along the Adeline corridor included farmer Mark Ashby, who owned land much of the land fronting the east side of Adeline between Russell and Woolsey by the early 1860s, and Edward Harmon, who purchased a 135-acre tract of farmland adjacent to the Ashby farm east of Adeline (City of Berkeley 1988:254). Located outside the boundaries of the City of Berkeley at the time, much of the land along and around the Adeline corridor remained agricultural during the next thirty years.

Development of the Adeline Corridor : 1870s-1900

The construction of the Central Pacific Railroad (CPRR), the nation's first transcontinental railroad, in 1869 also impacted the growth of Berkeley. Shattuck persuaded CPRR to construct a spur line into Berkeley from the railroad's Oakland Terminal. The Berkeley Branch Railroad organized in 1875 as a subsidiary of the Central Pacific, and laid a single track from the Northern Railroad line in Emory's (now Emeryville) to Lorin (at the present-day intersection of Adeline and Alcatraz), where it continued northeast along Adeline Street to Shattuck Avenue. The line then ran along Shattuck Avenue into northern Berkeley, reaching University Avenue in 1876 (Figure 1). Along Adeline, the train had four stops: between present-day 62nd and 63rd streets, at Alcatraz Avenue (referred to as the Lorin station), between Russell Street and present-day Ashby Avenue (known as Newbury station), and at Dwight Way. The line eventually merged with the Southern Pacific Railroad (SPRR) system in 1898 (Wollenberg 2008; Ford 1977:49; Fernandez-Gray 2002:10).

The construction of the railroad spurred residential development adjacent to and in the immediate vicinity of its alignment, some of which would become Adeline Street (Figure 4). Edward Harmon subdivided his last holdings in the area (approximately 70 acres) just after the railroad was completed and during the next fifteen years constructed more than 50 homes for prospective buyers. Other subdivisions established by 1880 included the Blake Tract No. 2 (near what would be later known as Newbury station); Steel Tract (near the Dwight Way station); Regent Street-Homestead Tract (near the Lorin station); and the McKee Tract (by the 63rd Street station) (Smith 1880; Berkeley History Project 1983).

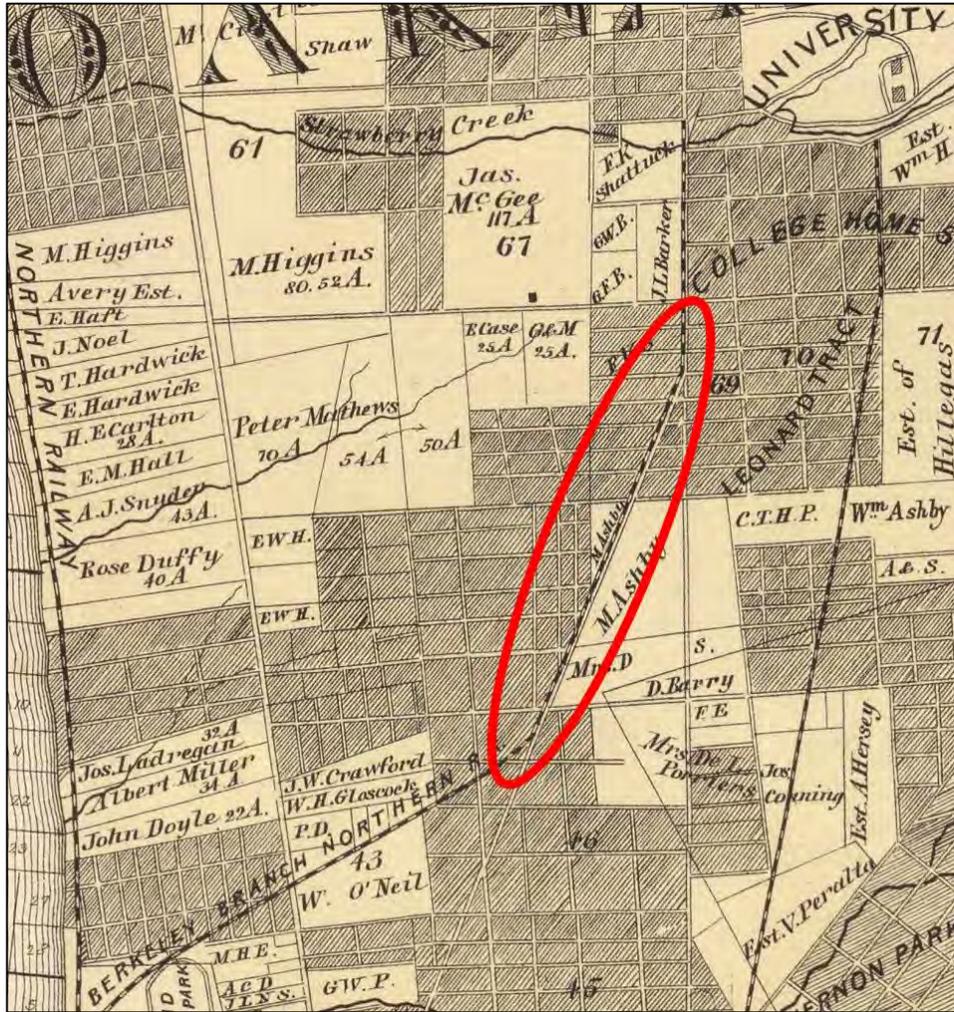


Figure 4. 1878 Thompson and West Map of Berkeley.

Mark Ashby also subdivided his land, creating the Newbury Tract along the east side of Adeline in 1882, which he expanded southward a year later. His land fronting the west side of Adeline became the Central Park subdivision in 1887. Developed by J. B. Whitcomb, the subdivision was touted as the “suburb of San Francisco” with paved streets, shallow wells, and rich soil; however, few lots sold. In contrast, by 1890 small villages had been established around the Newbury and Lorin stations. Lorin was the larger of the two hamlets with a population of approximately 700 people, and included a post office, several stores, a church, school, and approximately 150 dwellings. Many of these homes were one- to two-story wood-frame structures with wood siding that were constructed in the popular architectural styles of the time, such as Queen Anne and Colonial Revival. Berkeley annexed the two communities between 1891 and 1892. Shortly after its annexation, the Newbury station was renamed Ashby station (Thompson and West 1878; Berkeley Architectural Heritage 2004; City of Berkeley 1988:254).

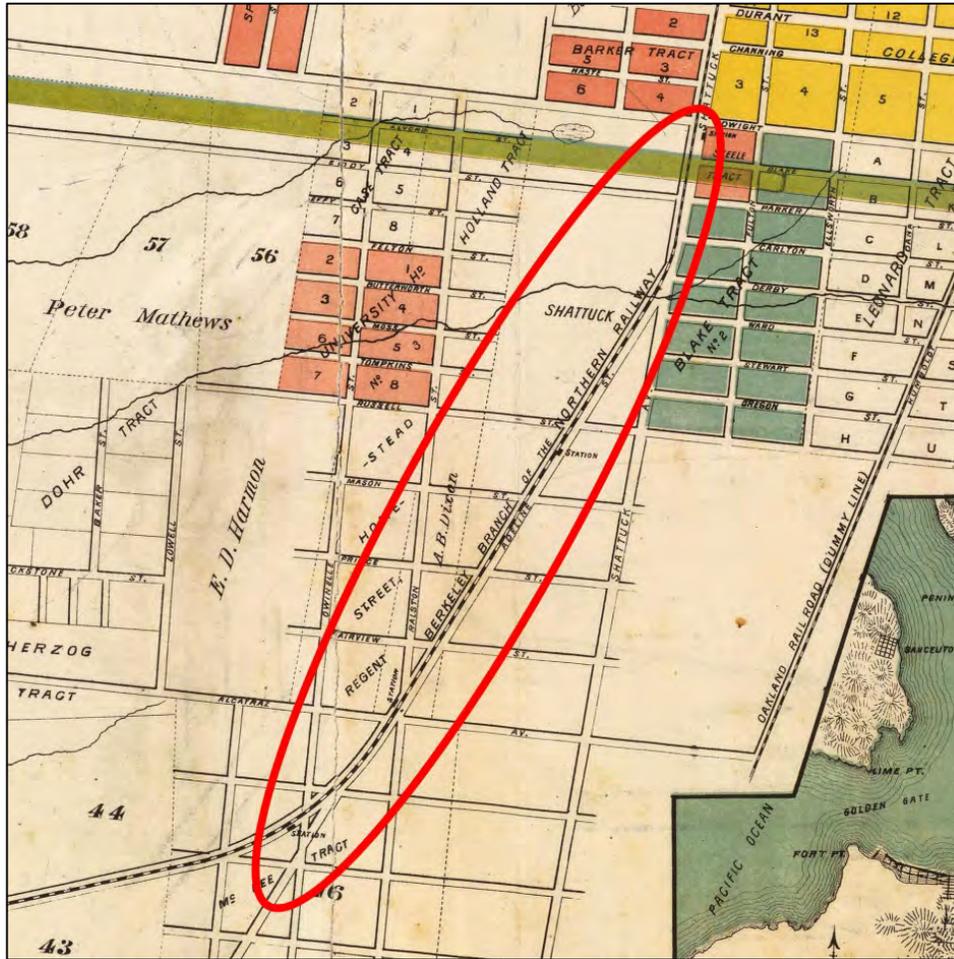


Figure 5. 1880 Carnall & Eyre Map of Berkeley.

Berkeley continued to expand in the latter years of the nineteenth century, encouraged in part by the addition of various infrastructure developments, including the arrival of electric rail transportation. Electric street cars began running on the Oakland Consolidated Street Railway's line that traversed Grove Street (present-day MLK Jr. Way) in 1891, gradually replacing horse-car and steam lines and improving transportation to Oakland. An additional Oakland Consolidated line ran along a portion of Adeline (between its intersection with Shattuck Avenue and Dwight Way) serving the Ashby station area. The Grove Street line's instant success spurred the construction of other electric railways, including what would become the Key System, an interurban railway that linked the cities of the East Bay with San Francisco. In 1903, the Key System's 'F' Line began running along the Adeline corridor (Wollenberg 2008; Berkeley Architectural Heritage 2004.)

Development of the Adeline Corridor : Twentieth Century

The Key System of electric street cars, coupled with the 1906 earthquake and fire that devastated San Francisco, influenced Berkeley's development in the early twentieth century. Like other East Bay communities, refugees from San Francisco and other areas that had sustained major damage inundated Berkeley. Many of these refugees became only temporary residents of the town, but the destruction of houses and businesses in San Francisco forced many of that city's displaced citizens

to establish new lives and residences elsewhere in the Bay Area. Thousands of these people settled in Berkeley. This massive influx had an enormous impact upon the city, and was marked by commercial and residential construction that transformed many of the remaining open areas in Berkeley into bustling neighborhoods and business districts (JRP 2005:45-47).



Figure 6. Adeline Street development as shown on topographic maps dated (from left to right) 1899, 1905, and 1915 (USCGS 1899, 1905; USGS 1915).

Development along the Adeline corridor was typical of the expansion effects throughout Berkeley, as the area transformed into a streetcar suburb during the first three decades of the twentieth century. A 1905 topographic map shows sporadic development along the corridor with building clusters around the community of Lorin, and around Ashby Avenue and Dwight Way (Figure 6). Many of the residential subdivisions, with the exception of those near Lorin and Dwight Way, were still undeveloped. Six years later, Sanborn Fire Insurance maps show the dramatic increase in buildings along the corridor within just a few years of the disaster. Most of the lots fronting Adeline between Dwight Way and Carlton Street included commercial buildings (stores, offices, laundries, liveries, and banks) by this time, with one- and two-story single-family residences along the adjacent blocks. Commercial buildings dominated the intersection of Ashby Avenue and Adeline and the blocks between Fairview and 63rd Streets. The land between Carleton and Russell Streets was still yet undeveloped with the exception of a SPRR freight depot and other railroad-related buildings (between Russell and Stuart Streets) and a handful of residences. Nearly one-third of the extant buildings with the plan study area were constructed during this post-earthquake recovery period. The remaining vacant lots that faced along the corridor were infilled with commercial and residential buildings during the 1920s and 1930s. As in the earlier period, residences still were mostly wood-frame construction but stucco siding was also used to clad these mostly one- and two-story buildings.

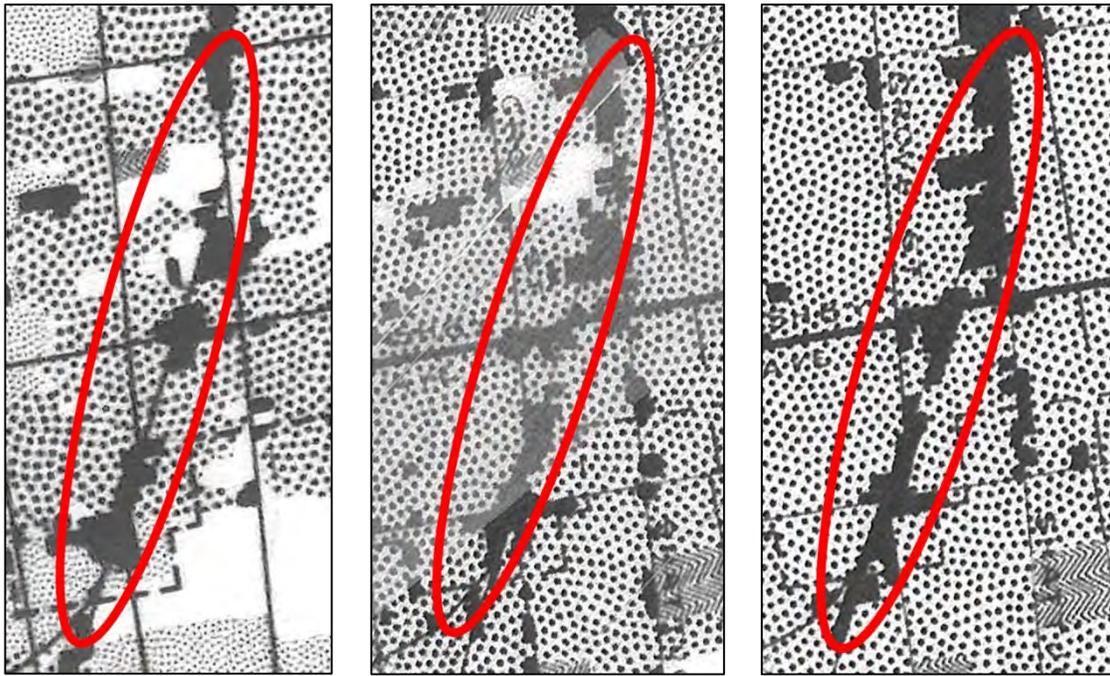


Figure 7. Land Use Pattern Maps showing development for the periods (from left to right) 1910-12, 1928-30, and 1949 (Branaman 1956).

The local street rail system in Berkeley declined significantly during the Great Depression, a result of the weak economy, slower population growth, and the increased popularity of the automobile. The SPRR's electric passenger operations ceased in 1941, leaving the Key System as the only surviving electric interurban transit provider in Berkeley. Around the Adeline corridor, the influx of workers during World War II stimulated a new wave of residential construction and many houses within the adjacent subdivisions were replaced with modest homes. Building along the Adeline corridor in this period reflected the influence of automobile culture. Along with corner service stations (some of which were established in the 1920s and 1930s), numerous auto repair and tire shops and sales showrooms sprang up predominantly between Dwight Way and Stuart Street during and after World War II. Rationing of gasoline during World War II led to a brief revived interest in the Key System, however, after the war the patronage and profits plummeted. The system was eventually phased out in the 1950s and tracks removed from the Adeline corridor in favor of bus service.

From the 1950s through the 2010s, the northern part of the plan area along Shattuck Avenue continued to be characterized by a mix of retail and automotive-related businesses, while the portion of the plan area around Adeline was characterized by mixed commercial, retail, residential, and transportation uses. Most notably, the construction of the BART Ashby Station in 1969-1972 led to the removal of several blocks of buildings in the triangular area between Ashby Avenue, Martin Luther King Jr. Way, and Adeline Street.

ARCHITECTURAL SETTING

The extant built environment resources located within the plan study area reflect a broad spectrum of styles, types, and construction methods that reflect the historical development of the Adeline Corridor. While railroad tracks that once dominated the street between the 1870s through the 1950s have since been removed, and were generally replaced by wide landscaped center medians and/or diagonal street parking, the Adeline corridor generally retains its original width and use as a main thoroughfare. Overall, the built environment of the corridor is predominantly marked by modest one- and two-story commercial or mixed-use (residential over commercial) buildings that were constructed before 1970.



Figure 8. Nineteenth century Queen Anne-style residences at 2820 Adeline Street (left) and 2005 Stuart Street.

More than half of the buildings within the plan study area were constructed between 1880 and 1929, when Adeline Street became a main transportation corridor connecting Berkeley to Oakland and San Francisco via integrated ferry and rail services. Although small commercial and residential neighborhoods developed along Adeline Street during the nineteenth century, only a handful of buildings remain from that period today. Those that are extant are scattered across the plan study area. Most were constructed as relatively modest one to three-story, single-family residences in the Queen Anne style of architecture that was predominant at the time. Typical of Victorian Era residential styles, they have wood-frame construction, wood siding, hip and gable roofs, partial-width porches, and bay windows. While a few retain their Queen Anne ornamentation, such as patterned shingles, spindlework, and half timbering, many have been modified by installation of replacement siding, windows, roofing, and/or removal of some or all architectural ornamentation, or conversion of basement level into apartments. Examples of these buildings include 2820 Adeline Street, constructed in 1895, and 2005 Stuart Street, which was completed in 1895 (Figure 8).



Figure 9. Mission Revival-style residence at 1806 62nd Street (built in 1916) and the mixed-use Webb Block at 1895 Adeline Street (built in 1905).

The vast majority of buildings built prior to 1930 were constructed in the first two decades of the twentieth century as the area became a street car suburb. Structures constructed during this time reflect the new styles and construction materials of the period. Residential buildings display a variety of styles and stylistic influences, including Spanish Colonial Revival, Mission Revival, Craftsman, and Colonial Revival; however, most are modest examples of these types. Typically located along roads intersecting Adeline Street, these buildings still generally utilize wood-frame construction, but modern materials such as stucco also appear. Single-family structures are generally one or two stories, while apartment buildings are two to three stories in height. Extant buildings from this period include both single- and multi-family dwellings, and the predominant property types include commercial and mixed-use buildings, most of which front Adeline Street.

Similar to the residential buildings, many of the extant commercial buildings were built in period revival styles like Mission, Colonial, Spanish Colonial, and also Queen Anne. Those buildings that do not exhibit a specific architectural style often display a few typical Classical Revival details, such as bay windows and cornice modillions, as found on the mixed-use building at 1719-1721 63rd Street (Figure 10). Classical details are often imitated in patterned brick work. Building materials for commercial and mixed-use structures, which generally range in height from one to three stories, include wood-frame construction with wood, brick or stucco siding, brick construction, or hollow clay tile with brick or stucco cladding, and tiled roofs.



Figure 10. Mixed-use building at 1719-1721 63rd Street (built in 1907).

Nearly all of the known or potential historical resources within the plan study area, including buildings within two historic districts, were constructed before 1930, with the majority built in the first decade of the twentieth century. Examples of known historical resources include the Webb Block at 1895 Adeline Street (Figure 9), Clephane Corner Store at 3027 Adeline Street (Figure 11), Hull & Durgin Funeral Chapel and Little Chapel of the Flowers at 3031-3051 Adeline Street (Figure 12), and the Lorin Theater at 3332 Adeline Street.



Figure 11. Colonial Revival-style mixed-use building, 3027 Adeline Street, built in 1905.



Figure 12. Storybook/Tudor Revival style buildings at 3031-3051 Adeline Street, built in 1922.



Figure 13. Example of remnants of Classical Revival details on the heavily modified building at 2655 Shattuck Avenue.



Figure 14. 1920 Spanish Colonial Revival style commercial building at 3350 Adeline Street.

Many of the commercial and mixed-use buildings constructed in the 1930s and 1940s followed the general construction trends of the previous two decades, though other architectural styles like Storybook/Tudor Revival and Streamline Moderne are also found, as well as modern construction materials including concrete and steel. The Streamline Moderne Berkeley Iceland, located at 2727 Milvia Street, is one example of historical resources from this period (Figure 15).



Figure 15. Streamline Moderne Berkeley Iceland, 2727 Milvia Street, constructed in 1940.

Major developments since World War II in the plan area have included the Ashby BART station, opened in 1973, Berkeley Bowl at Oregon and Adeline (formerly Lucky Stores, 1970s), Harriett Tubman Terrace at Adeline and Russell (1970s), the Cooperative Center Federal Credit Union at Ashby and Adeline (1970s), the Ed Roberts Campus at Adeline and Woolsey (2004), and the Parker/Equinox apartment complex on Shattuck between Parker and Carleton (circa 2015).

HISTORICAL RESOURCES IN THE PLAN AREA

Twenty-five buildings within the plan area have been determined eligible for listing in the National Register of Historic Places or California Register of Historic Resources, and therefore are historic resources as defined in CEQA. Of these, only Berkeley Iceland (2727 Milvia Street, constructed 1940) is listed on the NRHP. Eight also have City of Berkeley Landmark status and one is a City of Berkeley Structure of Merit (see Table 1.2).

Most of the historic resources in the plan area are commercial or mixed use buildings constructed between 1900 and 1930. They are located in two major clusters: one near Adeline Street and Avenue, and the other at Adeline Street and Ashby Avenue, with several scattered structures along Adeline Avenue and Shattuck Avenue between Ashby Avenue and Dwight Way (Figure 16).

There are also three areas within the plan area which have been determined eligible as CRHR or NRHP historic districts by the OHP (Figure 17; OHP 2005, 2006). These include:

- The group of commercial buildings at intersection of Ashby Avenue and Adeline Street, including 1979 Ashby Avenue, 1985 Ashby Avenue (the Webb Block), 2970 Adeline Street, 2982 Adeline Street, 2990 Adeline Street (the Hoffman Building), 3021 Adeline Street, 3025 Adeline Street, and 3027 Adeline Street (the William Clephane Corner Store)
- The residential and commercial buildings in a streetcar suburb bounded by the south side of Ashby Avenue, the west side of Shattuck Avenue, the north side of Woolsey Street and east side of Adeline Street (excluding the Ed Roberts campus site). In this district, only the commercial buildings along the east side of Adeline Street between the Ed Roberts Campus and Ashby Avenue are within the plan area; these partly overlap with the district described above.
- 3250-3286 Adeline Street, on the west side of the street between Harmon Street and Alcatraz Avenue. These adjacent buildings include the India Block (3250 Adeline Street) and the South Berkeley Bank (3286 Adeline Street)

The City of Berkeley has not established these areas as City historic districts. However, since these areas have been determined eligible as historic districts, they are considered historical resources under CEQA.

A windshield survey by JRP Historical Consultants in 2015 identified four additional buildings that, if evaluated, might be found eligible for NRHP or CRHR (Table 1.3).

Table 1.2: Known Historical Resources

APN	Address	Year Built	Name	Status
54-1722-6	2750 Adeline St	1906	Frederick H. Dakin Warehouse	3S, BLM
53-1598-16	2970-2976 Adeline St	1905	Adeline St	3D
53-1598-17	2982 Adeline St	1910		3D
53-1598-18-1	2988-2990 Adeline St	1905	Hoffman Building	3D; BSOM
52-1592-16	3021 Adeline St	1901-02		3D
53-1592-15	3025 Adeline St	ca. 1901		3D
53-1592-14	3027 Adeline St	1905	William Clephane Corner Store	3D; BLM
53-1595-9-3	3031-3051 Adeline St	1922	Hull & Durgin Funeral Chapel & Little Chapel of Flowers	3S
53-1703-7	3061 Adeline St	1910		3D
52-1551-8-1	3192 Adeline St	1909	T.M. Lucks Nickelodeon	3S
52-1530-5	3228 Adeline St	1903	Carlson's Block	3S; BLM
52-1531-1	3250 Adeline St	1903	India Block	3B; BLM
52-1531-2	3258 Adeline St	1923		3D
52-1531-3	3264 Adeline St	1925		3D
52-1531-4-2	3278 Adeline St	1928		3D
52-1531-5	3280 Adeline St	1953		3D
52-1531-6	3286 Adeline St	1906	South Berkeley Bank, Wells Fargo Bank	3B; BLM
52-1532-4-3	3332 Adeline St	1920	Lorin Theater	3S; BLM
53-1598-20	1979-1981 Ashby Ave	1907		3D
53-1598-19	1985 Ashby Ave	1905	Webb Block	3B; BLM
55-1823-13	2120-2122 Dwight Way	1905	Luther M. Williamson Building	3S
53-1703-1	1900 Essex St	1936		3D
52-1531-16	1808 Harmon St	1909	IT Theatre, Haws Plumbing	3S
54-1723-2	2727 Milvia St	1940	Berkeley Iceland	1S; BLM
55-1822-6	2526-2530 Shattuck Ave	1905	Berkeley French Laundry, The Hall, Washing Well	3D

1S: Individually listed in the NRHP & CRHR

3B: Eligible for listing in the NRHP or CRHR as an individual property and as a contributor to a historic district

3D: Eligible for listing in the NRHP or CRHR as a contributor to a historic district

3S: Eligible for listing in the NRHP or CRHR as an individual property

BLM: City of Berkeley Landmark

BSOM: City of Berkeley Structure of Merit

Table 1.3: Potential Historical Resources*		
APN	Address	Year Built
52-1532-7	1719-1721 63rd Street	1907
52-1681-10-1	2820 Adeline Street	1895
52-1524-3	3350 Adeline Street	1920
54-1722-11	2005 Stuart Street	1895

*This table reflects potential significance for architectural merit and retention of integrity based on reconnaissance survey only.

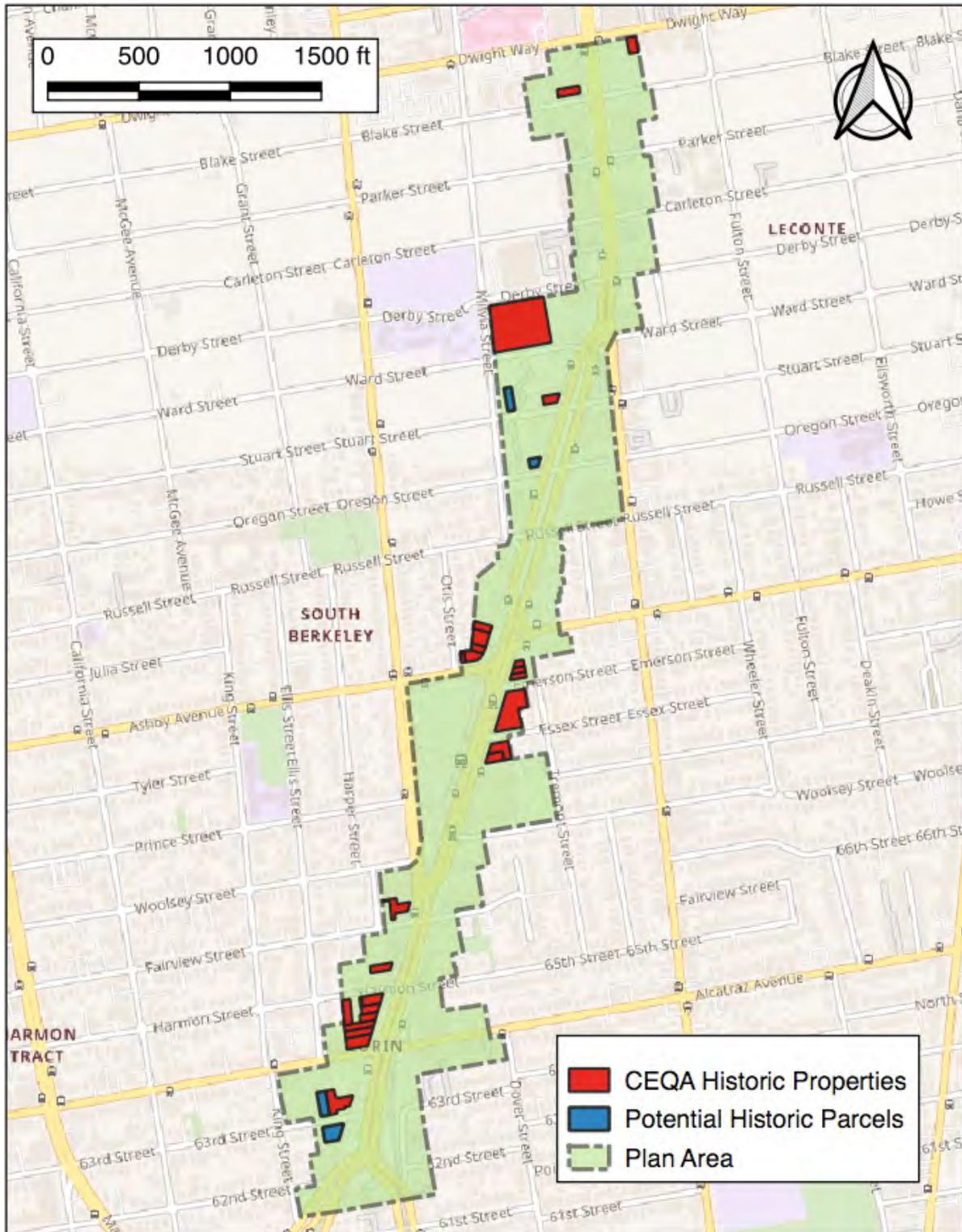


Figure 16. CEQA Historic Resources and Potential Historic Properties in the Plan Area

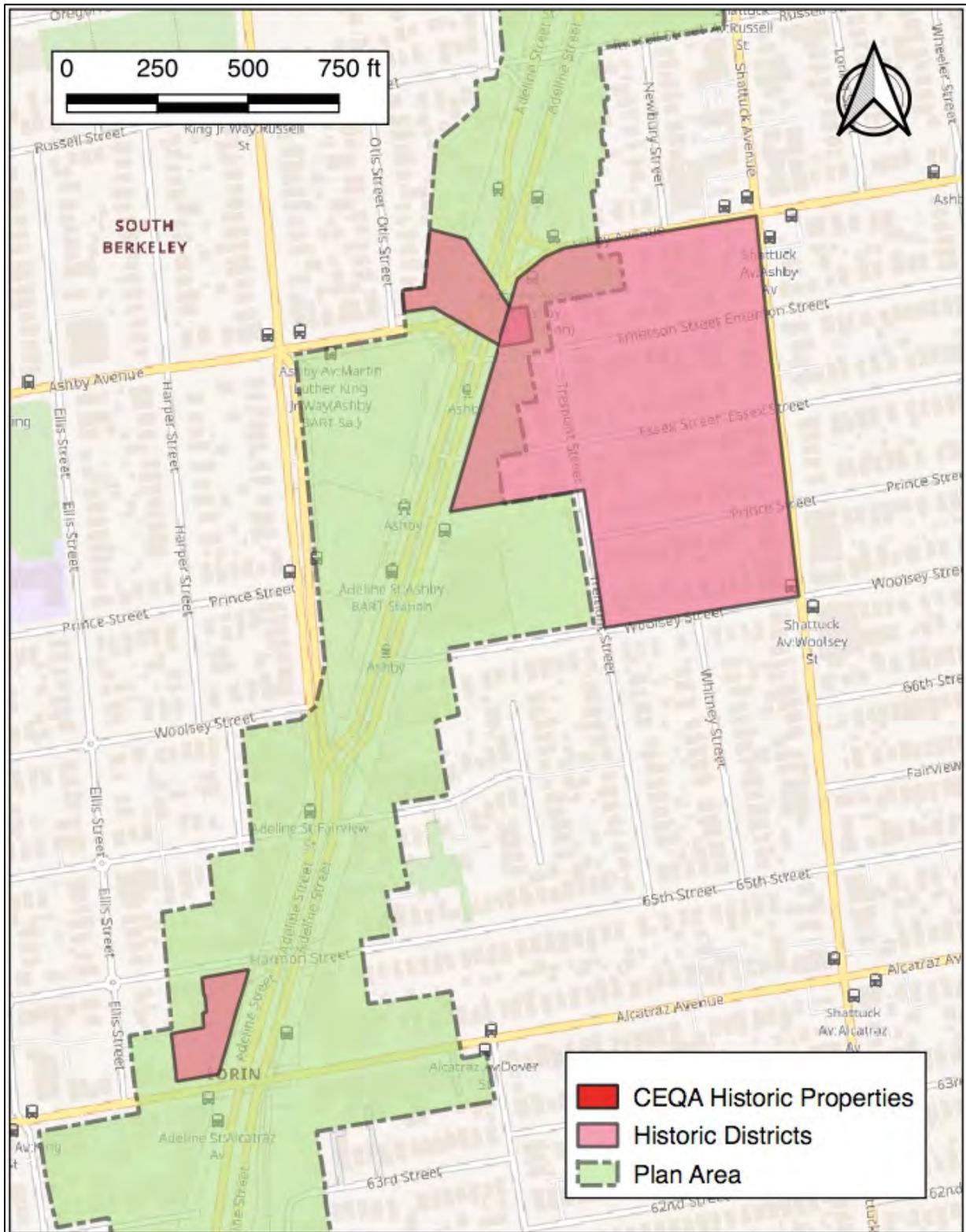


Figure 17. Approximate boundaries of known historic districts within the Adeline Corridor Specific Plan Area.

ARCHAEOLOGICAL SENSITIVITY OF THE PLAN AREA

Archaeological Survey

In August-September, 2018 the plan area was surveyed by an archaeologist meeting the Secretary of the Interior's Standards. All visible soil was inspected for indicators of archaeological deposits such as historic artifacts, prehistoric artifacts, shell, bone, and dark midden soil. No cultural resources were identified on the survey. The project corridor is heavily urbanized and over 95% covered by impervious surfaces. Soil could only be inspected in planters, medians, landscaping, and around the roots of street trees. Where visible, soils in the plan area are clay silts, silty clays, and loams with varying proportions of silt and clay. Soils are dark greyish brown to dark yellowish brown in color (Munsell 10YR 4/2 to 4/4) in color and contain little rock.



Figure 18. Survey Conditions.

Top left: Adeline St and Woolsey St, looking north. Top right: Alcatraz Avenue, looking east toward MLK Jr. Way. Bottom left: Shattuck Ave at Derby St, looking south. Bottom right: Shattuck Ave and Adeline St, looking South

Archaeological Sensitivity Analysis

Since most of the plan area is covered with impervious surfaces, it is hard to identify archaeological sites from surface survey. However, deeply-buried prehistoric sites with no surface indicators are found throughout the San Francisco Bay Area, ranging from 550 to over 8,000 years old. Such sites were often buried by alluviation that accompanied the rapid rise in sea level since the end of the last ice age, and by filling, erosion, and deposition processes in the historic period.

To assess the archaeological sensitivity of the plan area, the attractiveness of the area for prehistoric settlement, the nature of historic activities in the area, and the degree of previous soil disturbance

must be considered. Places that are relatively flat, have easy access to fresh water, and are covered with young Holocene-era soils are more likely to contain prehistoric archaeological deposits than steep slopes or areas far from water (Meyer and Kajankonski 2017). The plan area is largely flat and covered in late Holocene alluvial soils, and Derby Creek once flowed west-southwest through the plan area at Derby Street (Helley and Graymer 1997; Oakland Museum 2000). However, Derby Creek appears to have been a seasonal drainage rather than a perennial watercourse, as is not shown on early maps (Kellersberger 1853), while Temescal and Strawberry Creeks are clearly delineated. The lack of access to year-round water supplies in the plan area therefore gives the area low sensitivity for buried prehistoric archaeological sites.

Historic activities can also create archaeological deposits. Before the advent of municipal trash collection after 1900, residents disposed of domestic trash in outdoor privies, pits in the backyard, or by burning. These activities often created deposits of historic artifacts. However, such deposits tended to be located behind residential or commercial buildings. The street layout of the plan area was established in the 1870s and largely predates residential or commercial development in the area, making it unlikely that historic archaeological deposits or building foundations would be found within the public right-of-way (that is, streets or sidewalks). However, the long history of rail transportation and infrastructure along Adeline Street and Martin Luther King Junior Way makes it possible that buried elements related to these uses – such as rails, ties, or signal apparatus – might be present underground.



Figure 19. Utility trench at Adeline St and Harmon St. Note presence of trench sand, several layers of asphalt surface, and utilities 3-4 feet below ground surface.

These assessments should bear in mind, however that the Adeline Street corridor was deeply excavated in 1967-1971 to construct the BART Richmond-Warm Springs line, which runs underground beneath Adeline Street and Shattuck Avenue for the whole length of the plan area, with a below-grade station and parking lot between Ashby Avenue, MLK Jr. Way, and Adeline Street. The travel lanes within these areas, therefore have no sensitivity for archaeological deposits. MLK Jr. Way and Adeline Street also house major subterranean utilities, including storm, sewer, water and gas lines (see Figure 19). Given this extensive disturbance, it is likely that few native soils remain under these main thoroughfares.

The low sensitivity of the plan area for buried prehistoric or historic archaeological deposits, combined with the extensive previous disturbance of the plan area, give the plan a low likelihood to affect previously unknown archaeological resources.

IMPACT ANALYSIS AND MITIGATION RECOMMENDATIONS

Regulatory Framework

Under CEQA, local agencies must consider whether projects will cause a substantial adverse change in the significance of a historical resource, which is considered to be a significant effect on the environment (California Public Resources Code §21084.1). A “historical resource” is a resource determined eligible for the NRHP, the CRHR, or local registers by a lead agency (CEQA Guidelines §15064.5), while a “substantial adverse change” can include “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings” that impairs the significance of an historical resource in such a way as to impact its eligibility for Federal, State, or local registers. In most cases, whenever a project adversely impacts historic resources, a Mitigated Negative Declaration or Environmental Impact Report is required by CEQA Guidelines §15064.

The criteria used by the CRHR for determining eligibility are closely based on those developed by the National Park Service for the NRHP. Properties that meet one of four significance criteria are considered eligible for the CRHR:

- 1) association with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
- 2) association with the lives of persons important to local, California, or national history; or
- 3) embodiment of the distinctive characteristics of a type, period, or method of construction, represents the work of a master, or possesses high artistic values; or
- 4) potential to yield, information important to prehistory or history of the local area, California, or the nation.

Potential Impacts to Cultural Resources

The plan area includes 25 built environment resources that are listed on or appear eligible for local, State, or Federal registers. Three historic districts are also present in the plan area. All of these resources are historic resources as defined in the CEQA Guidelines. Five more such properties appear eligible through survey evaluation but have not been evaluated in depth; evaluation may determine that these are resources under CEQA as well.

Under the new Specific Plan, a reasonable and conservative estimate of growth suggests that 1,450 housing units and 65,000 square feet of retail and commercial space could be constructed within the plan area. Since the exact timeline and nature of developments under the plan are uncertain, specific potential impacts to cultural resources cannot be assessed. However, the general types of potential impacts can be identified.

For built environment resources, activities that cause a substantial adverse effect on the significance of a historical resource constitute an effect on the environment. Demolition is the most serious potential impact and would require mitigation efforts. More likely, however, is that projects under the plan might implement historic properties’ integrity of setting, feeling, or association. Integrity of setting refers to the physical environment of a historic property as it relates to the character of a place. Integrity of feeling is the ability to evoke the “aesthetic or historic sense of a past period of time,” while integrity of association is the link between a property and the event or person, event, or trend for which it is significant. For example, projects implemented under the plan might cause

an adverse effect if new buildings with different size, shape, massing, or materials impacted the historic feeling of a block or group of buildings by introducing new and contrasting aesthetics.

Finally, the project might lead to development that discovers previously unknown archaeological deposits.

Mitigation Recommendations

Because the specific impacts of the Specific Plan are yet unknown, it is not possible to provide detailed mitigation recommendations. However, we can recommend general measures to ensure that projects implemented under the Plan minimally affect cultural resources.

Planning guidelines should help new development avoid impacting the integrity of historic properties, landscape features, and districts. Existing themes in the City's Urban Design and Preservation Element may help in this process. These include:

- **Neighborhood Character:** Protect the character of neighborhoods and districts by preserving interesting features, encouraging adaptive reuse of historic and architecturally interesting buildings, and encouraging context sensitive design related to height, massing, materials, color and details (Policy UD-3, 5, 6, 8, 16, and 17).
- **Alterations and New Development:** Ensure architectural, historic, and context compatibility while incorporating features to stimulate the eye and invite interest (Policy UD-20, 21, 24, and 25).

In addition, the City's Landmarks Preservation Commission is given regulatory powers over City-designated historic properties (including Landmarks, Structures of Merit, or Historic Districts) as set forth in Chapter 3.24 of the Berkeley Municipal Code. Finally, the Historic Element of the 1990 South Berkeley Area Plan stresses preservation and enhancement of historically valuable buildings. Implementation of these existing policies and plans is an important first step to mitigate potential impacts on historic resources.

No archaeological resources are known in the plan area. In the event that previously unknown prehistoric and/or historic deposits are encountered during construction, work near the discovery should stop until the resource can be evaluated by a qualified archaeologist, as discussed at CEQA Guidelines section 15064.5(f).

In the event that human remains are found, work will stop and the Alameda County Coroner will be contacted. If remains are determined to be Native American, the California Native American Heritage Commission (NAHC) will be notified to identify the Most Likely Descendent (MLD), in accordance with section 7505.5(c) of the California Health and Safety Code and CEQA Guidelines section 15064.5(e)(1). The MLD will advise the City of Berkeley in the preferred manner of exhumation, exposure, removal, and reburial of all human remains and associated grave goods.

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Appendix A: Northwest Information Center Record Search

CALIFORNIA
HISTORICAL
RESOURCES
INFORMATION
SYSTEM



ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE

HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO

SAN FRANCISCO
SAN MATEO
SANTA CLATA
SANTA CRUZ
SOLANO
SONOMA
YOLO

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nwic@sonoma.edu
<http://www.sonoma.edu/nwic>

9/11/2018

NWIC File No.: 18-0321

Daniel Shoup
Archaeological/Historical Consultants
609 Aileen Street
Oakland, CA 94609

re: 18-16 Adeline Street Corridor Specific Plan

The Northwest Information Center received your record search request for the project area referenced above, located on the Oakland West USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a 1/8th mile radius:

Resources within project area:	P-01-011052, 011462, 005144, 005115, 005368, & 010979.
Archaeological resources within 1/8th mile radius:	None
Reports within project area:	S-47747, 39692, 37476, 30243, 47280, 30277, 48161, 33504, 36525, & 43138.

- Resource Database Printout (list):** enclosed not requested nothing listed
- Resource Database Printout (details):** enclosed not requested nothing listed
- Resource Digital Database Records:** enclosed not requested nothing listed
- Report Database Printout (list):** enclosed not requested nothing listed
- Report Database Printout (details):** enclosed not requested nothing listed
- Report Digital Database Records:** enclosed not requested nothing listed
- Resource Record Copies:** enclosed not requested nothing listed
- Report Copies:** enclosed not requested nothing listed
- OHP Historic Properties Directory:** enclosed not requested nothing listed
- Archaeological Determinations of Eligibility:** enclosed not requested nothing listed
- CA Inventory of Historic Resources (1976):** enclosed not requested nothing listed
- Caltrans Bridge Survey:** enclosed not requested nothing listed
- Ethnographic Information:** enclosed not requested nothing listed
- Historical Literature:** enclosed not requested nothing listed
- Historical Maps:** enclosed not requested nothing listed

Local Inventories:

enclosed not requested nothing listed

GLO and/or Rancho Plat Maps:

enclosed not requested nothing listed

Shipwreck Inventory:

enclosed not requested nothing listed

***Notes:**

****** Current versions of these resources are available on-line:

Caltrans Bridge Survey: <http://www.dot.ca.gov/hq/structur/strmaint/historic.htm>

Soil Survey: <http://www.nrcs.usda.gov/wps/portal/nrcs/surveylist/soils/survey/state/?stateId=CA>

Shipwreck Inventory: <http://www.slc.ca.gov/Info/Shipwrecks.html>

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

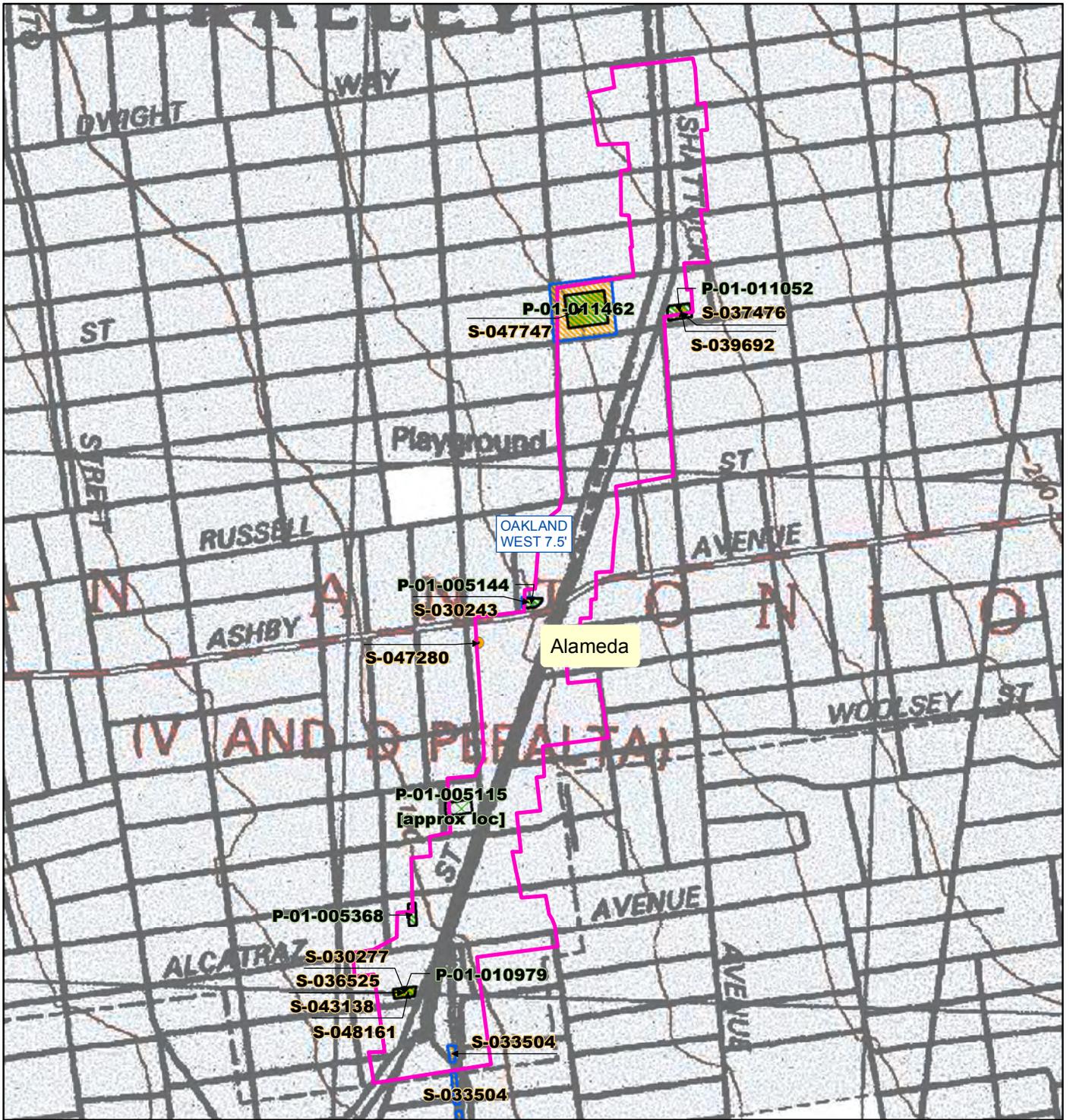
Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Lisa C. Hagel
Researcher

18-16 Adeline Street Corridor Specific Plan

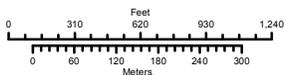


Northwest Information Center

File #18-0321, 7 September 2018, L. Hagel

May depict confidential cultural resource locations.

Do not distribute.



Appendix B: Native American Heritage Commission Consultation

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX



September 7, 2018

Alisa Shen
City of Berkeley

Email to: ashen@cityofberkeley.info

RE: Adeline Corridor Specific Plan, Alameda County

Dear Ms. Shen:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent of the referenced codes is to avoid and or mitigate impacts to tribal cultural resources, as defined, in the California Environmental Quality Act (CEQA).

The law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The Native American Heritage Commission (NAHC) believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

The NAHC also believes that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the Area of Potential Effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources that have already been recorded or are adjacent to the APE, such as known archaeological sites;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.

3. The results of the Sacred Lands File (SFL) check conducted through the Native American Heritage Commission had a positive result. For more information about this site, please contact the Northern Valley Yokut tribe.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive. A negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we are able to assure that our consultation list remains current.

If you have any questions, please contact me at my email address: frank.lienert@nahc.ca.gov or at 916-5731033.

Sincerely,



Frank Lienert
Associate Governmental Program Analyst

**Native American Heritage Commission
Tribal Consultation List
September 7, 2018**

Coastanoan Rumsen Carmel Tribe
Tonv Cerda, Chairperson
244 E. 1st Street
Pomona, CA 91766
rumsen@aol.com
(909) 524-8041 Cell

Ohlone/Costanoan

Indian Canvon Mutsun Band of Costanoan
Ann Marie Savers, Chairperson
P.O. Box 28
Hollister, CA 95024
ams@indiancanyon.org
(831) 637-4238

Ohlone/Costanoan

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irenne Zwielerlein, Chairperson
789 Canada Road
Woodside, CA 94062
amahmutsuntribal@gmail.com
(650) 851-7489 Cell
(650) 851-7747 Office

Ohlone/Costanoan

Muwekma Ohlone Indian Tribe of the SF Bay Area
Monica Arellano, Vice Chairwoman
20885 Redwood Road, Suite 2
Castro Valley, CA 94546
marellano@muwekma.org
(408) 205-9714

Ohlone / Costanoan

North Valley Yokuts Tribe
Katherine Erolinda Perez, Chairperson
P.O. Box 717
Linden, CA 95236
canutes@verizon.net
(209) 887-3415

Ohlone/Costanoan
Northern Valley Yokuts
Bay Miwok

Muwekma Ohlone Indian Tribe of the SF Bay Area
Charlene Niimeh, Chairperson
20885 Redwood Road, Suite 2
Castro Valley, CA 94546
cniimeh@muwekma.org
(408) 464-2892

Ohlone / Costanoan

The Ohlone Indian Tribe
Andrew Galvan
P.O. Box 3388
Fremont, CA 94539
chochenyo@AOL.com
(510) 882-0527 Cell

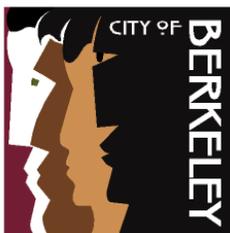
Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3 and 65362.4 et seq for the proposed

Adeline Corridor Specific Plan, Alameda County



Planning and Development Department
Land Use Planning Division

September 12, 2018

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irene Zwielerlein, Chairperson
789 Canada Road
Woodside, CA 94062

Also sent via e-mail: amahmutsuntribal@gmail.com

RE: Assembly Bill 52 and Senate Bill 18 Consultation, Adeline Corridor Specific Plan, City of Berkeley, Alameda County, California

Dear Chairperson Zwielerlein,

The City of Berkeley Planning Department is preparing an EIR for the proposed Adeline Corridor Specific Plan. The proposed project is a long-range plan with a planning horizon through the year 2040. The Specific Plan will include goals and policies related to land use, circulation, infrastructure, and design to fulfill the vision for the Plan Area. The Specific Plan would also establish uses and development standards for the Plan Area. **For the purposes of the CEQA EIR, a reasonable and conservative estimate of buildout or growth projection associated with the proposed Specific Plan through 2040 includes development of 1,450 housing units and 65,000 square feet of retail or commercial space.**¹ Because this is a plan (and not a development project), the timing, intensity and type of development within the Specific Plan area over the time horizon of the plan are less certain. Future development under the Specific Plan may likely require approval by State, federal and responsible trustee agencies, which may in turn rely on the programmatic EIR for the Specific Plan to render their decisions.

A record search covering the project area and a 1/8-mile radius around it was completed at the Northwest Information Center, California Historical Resources Information System on September 11, 2018 (NWIC #18-0321). The record search showed that no archaeological resources are known within the APE or the search radius. Twenty previous studies have covered portions of the APE, but have not identified archaeological resources.

In August and September, 2018 an intensive archaeological survey of the project area was carried out by an archaeologist meeting the Secretary of the Interior's Standards. No prehistoric cultural resources were identified during the survey. An archaeological sensitivity analysis indicates that the APE in prehistory was over one mile from the nearest perennial watercourse, making it less likely to contain buried archaeological sites. The APE was also extensively disturbed in the 1960s by the construction of the BART tunnel, which runs underground along Adeline Street, by private

¹ Growth projection estimates assume residential upper floor use and non-residential retail/commercial ground-floor uses.
1947 Center Street, Berkeley, CA 94704 Tel: 510.981.7410 TDD: 510.981.7474 Fax: 510.981.7420

Amah Mutsun Tribal Band of Mission San Juan Bautista

September 12, 2018

Page 2

construction, and by underground utilities. Given these factors, there appears to be a low likelihood that previously unknown archaeological sites will be discovered in the project area.

The proposed project must comply with California Public Resources Code § 21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated.

The proposed project includes the adoption of a city specific plan and, therefore, must also comply with California Public Resources Code § 65352.3 – 65352.4 (Senate Bill 18), which requires local governments to conduct meaningful consultation with California Native American tribes on the contact list maintained by the Native American Heritage Commission prior to the adoption or amendment of a city or county specific plan or general plan for the purpose of protecting cultural places on lands affected by the proposal.

Your tribe's input is important to the City of Berkeley's planning process. We request that you advise us as early as possible if you wish to consult on the proposed project. Under AB 52, you have 30 days and under the provisions of SB 18, have 90 days from the date of receipt of this notice to advise the City if you are interested in further consultation.

If you require any additional information or have any questions, please contact me at (510) 981-7409 or via e-mail at ashen@cityofberkeley.info. Thank you for your assistance.

Sincerely,

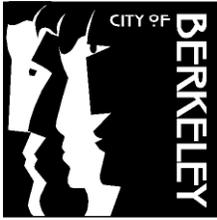


Alisa Shen
Principal Planner
City of Berkeley Planning & Development Department

Enclosed:

Adeline Corridor Specific Plan Notice of Preparation (NOP)

Cc: Aaron Welch, Raimi+Associates
Abe Leider, Rincon Consulting, Inc.
Karly Kaufman, Rincon Consulting, Inc.



Planning and Development Department
Land Use Planning Division

NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND SCOPING SESSION FOR THE PROPOSED ADELINE CORRIDOR SPECIFIC PLAN

The City of Berkeley is preparing a Draft Environmental Impact Report (EIR) for the Adeline Corridor Specific Plan (“Specific Plan”), as identified below, and is requesting comments on the scope and content of the Draft EIR. The Draft EIR will address the potential physical and environmental effects of the Specific Plan for each of the environmental topics outlined in the California Environmental Quality Act (CEQA). The City has not prepared an Initial Study. Under CEQA, a Lead Agency may proceed directly with EIR preparation without an Initial Study if it is clear that an EIR will be required. The City has made such a determination for this project.

The City of Berkeley is the Lead Agency for the Specific Plan. This notice is being sent to the California State Clearinghouse, Alameda County Clerk, adjacent cities, potential responsible agencies, and other interested parties. Responsible agencies are those public agencies, besides the City of Berkeley, that also have a role in approving or carrying out the project. When the Draft EIR is published, a Notice of Availability of a Draft EIR will be sent to Responsible Agencies, other public agencies, and interested parties and individuals who have indicated that they would like to review the Draft EIR.

Responses to this NOP and any questions or comments should be directed in writing to: *Alisa Shen, Principal Planner, Planning and Development Department, 1947 Center Street, 2nd Floor, Berkeley, CA 94704; or ashen@cityofberkeley.info*. Comments on the NOP must be received **on or before August 6, 2018**. In addition, comments may be provided at the EIR Scoping Meeting (see below). Comments should focus on possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the proposed Specific Plan.

EIR PUBLIC SCOPING MEETING: The City of Berkeley Planning Commission will conduct a public scoping session at a Special Meeting/Location on **July 18, 2018**, starting at **7:00 PM at the South Berkeley Senior Center, 2939 Ellis Street, Berkeley, California.**¹

PROJECT TITLE: Adeline Corridor Specific Plan

¹ Visit: https://www.cityofberkeley.info/Clerk/Commissions/Commissions_Planning_Commission_Homepage.aspx for agendas and other meeting information.

PROJECT LOCATION: The Plan Area is located in the southern portion of the City of Berkeley and extends approximately 1.3 miles north from the Berkeley/Oakland border along Adeline Street and Shattuck Avenue to the intersection of Shattuck Avenue and Dwight Way. The Plan Area abuts Downtown Berkeley to the north and extends to the City of Oakland border to the south. Figure 1 shows the Plan Area boundary.

PROJECT SPONSOR: City of Berkeley

EXISTING CONDITIONS: The Plan Area encompasses approximately 86 acres of land. The Plan Area contains a wide range of commercial, civic, cultural and residential land uses as well as the Ashby BART Station, a regional transit facility, located in the central/southern portion of the Plan Area. The Plan Area is characterized by a varied street environment and approximately 38 acres (44 percent) of right-of-way (e.g. streets and sidewalks) used for multiple modes of transportation. Of the remaining area, approximately 19 acres are developed with commercial uses, 11 acres are developed with public, civic, or institutional uses, 9 acres are developed with residential uses, and the remaining area is developed with parking, warehouse or mixed uses, or is vacant. The majority of land surrounding the Plan Area is dedicated to residential uses and is characterized by well-established neighborhoods with a mix of single-family and small multi-family developments.

The Plan Area slopes in a southwesterly direction from an elevation of approximately 167 feet above sea level at the intersection of Shattuck Avenue and Dwight Way to approximately 85 feet above sea level near the Berkeley/Oakland City Limit. With an average slope of approximately 1.2 percent, the Plan Area is conducive to walking and bicycling. Approximately 11 properties in the Plan Area are present on one of the lists of hazardous waste sites enumerated under Section 95962.5 of the Government Code.

PROJECT DESCRIPTION and BACKGROUND: In 2015, the City of Berkeley began a community planning process to develop a long-range plan for the Adeline corridor. A long-range plan provides a blueprint for the future, an opportunity for the community to express its priorities, and serves as a guide for public and private investment in the area. The planning effort is funded in part by a grant from the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) to promote opportunities to plan for transit-oriented development around BART stations and other high-frequency transit and safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Building on the feedback from series of community events, stakeholder meetings, and working sessions, the vision of the Specific Plan is to:

- Make the Adeline Corridor a “connector” that weaves together healthy, diverse, and vibrant neighborhoods;
- Champion equitable, transit-oriented development, including high-quality affordable housing for a range of income levels, and that supports a thriving business community populated by independent locally-owned business, non-profits and arts organizations;

- Provide safe, “complete streets” and other public spaces that are walkable, bikeable, green, and accessible for persons of all ages and abilities;
- Create a place where history--the experiences and contributions of people, places and institutions that have made South Berkeley what it is today—is recognized and reflected in its future; and,
- Create a place where people have equitable access and opportunity to shared prosperity and quality of life.

The Adeline Corridor Specific Plan will have a horizon year of 2040. The plan will direct changes in land uses and development and right-of-way improvements. The plan's policies and standards will only apply within the Plan Area boundary which includes the street itself, as well as parcels on either side of the street. Although the plan's geographical scope is limited, it will also consider the relationship to the larger South Berkeley neighborhood.

The components of the Specific Plan will include:

- Text and diagrams showing the distribution, location, and extent of all land uses;
- Standards and guidelines for development, including adjustments to allowable building height, density, and use; and
- Program of implementation measures including regulations, programs, public works projects and potential financing recommendations.

For more information about the Specific Plan, please visit the Plan website at: <https://www.cityofberkeley.info/AdelineCorridor/>

POTENTIAL ENVIRONMENTAL EFFECTS: It is anticipated that the proposed Specific Plan may result in potentially significant environmental effects to the following:

- Air Quality;
- Biological Resources;
- Cultural and Historic Resources;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise;
- Population and Housing;
- Public Services and Recreation
- Transportation;
- Tribal Cultural Resources; and
- Utilities and Service Systems.

All of the noted environmental issues will be analyzed in the Draft EIR.

The Specific Plan has no potential for impacts on the following environmental factors and as a result, these environmental factors will not be the subject of the Draft EIR: Aesthetics (per Public Resources Code section 21099(d)(1) regarding infill sites within a transit priority area), Agriculture and Forestry Resources (there are no agricultural and forest land resources in the Plan Area) and Mineral Resources (there are no mineral resources in the Plan Area).

The Draft EIR will also examine a reasonable range of alternatives to the Specific Plan, including the CEQA-mandated No Project Alternative and other potential alternatives that may be capable of reducing or avoiding potential environmental effects while generally meeting the Plan objectives. The Draft EIR will also analyze the cumulative impacts that could result with adoption and development under the Specific Plan.



Alisa Shen, Principal Planner

Date of Distribution: July 6, 2018

Attachment: Figure 1: Project Area Map (Plan Area Boundary)

Figure 1

