



L A N D M A R K S  
P R E S E R V A T I O N  
C O M M I S S I O N

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S T A F F R E P O R T

FOR COMMISSION ACTION  
JUNE 2, 2022

## 2200-block Piedmont Avenue – Olmsted landscape design

**Structural Alteration Permit (#LMSAP2019-0009) to complete ADA access improvements within the public-right-of-way at the intersection of Piedmont Avenue and Bancroft Way.**

### I. Application Basics

**A. Land Use Designations:** Not applicable for locations within the public right-of-way

**B. CEQA Determination:** categorically exempt from further environmental review pursuant to CEQA Guidelines Section 15331 for Historical Resource Restoration/Rehabilitation.

#### C. Parties Involved:

- **Regulatory Entity:** City of Berkeley  
Dept. of Public Works  
Berkeley, CA 94704
- **Project Architect:** Matthew S. Gaber, Principal Landscape Architect  
NCE Engineering & Environmental Services  
501 Canal Blvd., Suite I  
Richmond, CA 94804
- **Project Proponent:** Shraddha Navali Patil, Ph. D., Senior Planner  
Physical & Environmental Planning  
UC Berkeley Capital Strategies  
300 A&E Building  
Berkeley, CA 94720

**D. Staff Recommendation:** Resume and conclude the hearing on this matter, then consider favorable action on this request.

Figure 1: Vicinity Map showing nearby City Landmarks & Districts

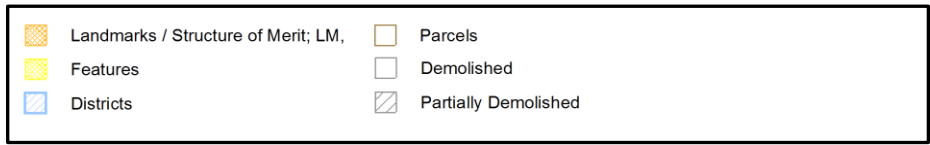


Figure 2: Photograph of existing conditions in project area of right-of-way (Google)





## II. Background & Application Chronology

The curvilinear design of Piedmont Avenue, between the transition to Gayley Road on the north and the intersection with Dwight Way on the south, is attributed to landscape architect Fredrick Law Olmsted and, as such, received City of Berkeley Landmark designation status in 1990. The designation Notice of Decision is provided as Attachment 4.

On December 12, 2019, Matthew Gaber of NCE Engineering and Environmental Services, submitted a Structural Alteration Permit (SAP) application requesting permission to complete ADA access improvements for a portion of the west side of the 2200-block of Piedmont Avenue, a City Landmark property. On January 10, 2020, staff determined that the application was incomplete and required refinements, clarification of scope of work and additional information. On February 6, 2020<sup>1</sup>, the Landmarks Preservation Commission (LPC/Commission) opened the hearing on this matter in accordance with the timely review provisions of Berkeley Municipal Code (BMC) Section 3.24.220 for *Permit Application – data and public hearing required*. On February 20, 2020, the applicant re-submitted application materials; staff determined that certain items remained outstanding.

On March 5, 2020, the Commission resumed the hearing, received a presentation from the applicant, provided comments and recommendations for improvements to the application, and then continued the hearing off-calendar while awaiting the applicant's response.

In April 2022, the project proponent contacted staff to resume consideration of the proposal, met with two Commissioners on-site May 17, 2022 (per the Commission's request in 2020), and then provided updated application materials on May 19, 2022. See Attachments 2 and 3 of this report.

On (or just prior to) May 23, 2022, staff mailed and posted advance notice of tonight's hearing, in accordance with BMC Section 3.24.230.

## III. Project Description

The applicant proposes to upgrade the right-of-way features on the east-side of the 2200-block of Piedmont Avenue in order to improve conditions for ADA access to the International House, located immediately adjacent to the project site at 2299 Piedmont Avenue. In general terms, the proposed scope of work includes:

- Remove the existing ADA ramp, railings and walls between the back of curb and the back of sidewalk

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<sup>1</sup> Public Hearing Notices for this hearing were posted on January 17, 2020, in accordance with the requirements of BMC Section 3.24.230

- Remove the existing sidewalk pavement, including staircases, and landscape features within the pedestrian right-of-way
- Grade and reduce the existing cross-slope within the pedestrian right-of-way to not greater than 2% in order to achieve ADA compliance
- Install pavement and/or decorative pavers (likely brick) throughout project area, thereby restoring the pedestrian pathway
- Re-establish one ADA compliant parking space adjacent to curb
- Re-establish an existing shuttle stop
- Install three new lamp posts – fixtures to match existing lamp post further north of the project site along Piedmont Avenue

The proposed improvement plan does not include plantings.

The Applicant's Statement and proposed project plans describing the project in detail are provided as Attachments.

#### IV. Analysis and Rational for Recommendation

Staff has identified the following relevant criteria pertinent to this project from the Secretary of the Interior's Standards for the Treatment of Historic Properties (1977) and the Landmarks Preservation Ordinance (BMC Section 3.24).

##### A. The Secretary of the Interior's Standards for Rehabilitation

The Secretary of the Interior's Standards for the Treatment of Historic Properties defines *Rehabilitation* as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values." In this case, the project proponent proposes to complete improvements to the subject landscape conditions in order to bring them closer to ADA standards for access and greater pedestrian mobility.

The analysis below summarizes staff's findings for this project with respect to all ten of the Secretary's Standards.

##### **SOI Standard 1**

*A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

**Analysis:** The property will continue its historic use as a public right-of-way

##### **SOI Standard 2**

*The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*

**Analysis:** The historic character of the Olmstead-design landscape, as characterized by the broad width of its curvilinear form, placement and delineation of auto and pedestrian pathways, and central planted medians. The proposal retains, preserves and does not eliminate these features.

### **SOI Standard 3**

*Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

**Analysis:** The proposal does not include proposed alterations that would create a false sense of historical development. The proposed lamp posts are emblematic of period-style lighting but are contemporary and not conjectural.

### **SOI Standard 4**

*Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

**Analysis:** The overall plan of 1864 landscape design appears to be largely intact with few significant changes. No changes that have acquired significance in their own right are present or would be affected by the subject proposal.

### **SOI Standard 5**

*Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

**Analysis:** With respect to techniques and materials, no distinctive features, finishes or construction methods would be affected by the subject proposal.

### **SOI Standard 6**

*Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

**Analysis:** Per the City's standard practice for consideration of alterations to cultural resources, the applicant would be required to consider repair rather than the replacement of deteriorated historic features of this site; when the severity of deterioration requires replacement, then the applicant would match the old in design, color, texture, materials and, where possible, quality.

In the case of this historic landscape, the proposal includes removing and not replacing existing areas of vegetation between the curb and the edge of the sidewalk pavement. While the layout and design of these areas likely did not date to the original historical period, the plantings are well-integrated in the existing

street conditions, reflect the City-wide right-of-way design and planting pattern, and have not yet been determined to contribute the accessibility challenges that the applicant proposed to address.

Therefore, staff recommends that the Commission consider a Condition of Approval for this project that would require the applicant to undertake further study of the possible planting opportunities in coordination with Public Works staff and the Traffic Engineer. If the Engineers determines that landscape and/or street trees would be appropriate within the project area, then the applicant would be required to revise the landscape prior to Landmarks staff plan check approval of the Public Works permit of this project. See draft Condition of Approval 18.

### **SOI Standard 7**

*Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

**Analysis:** If approved, this project would be subject to a Condition of Approval that ensures only the gentlest measures are employed when chemical treatments are required.

### **SOI Standard 8**

*Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

**Analysis:** This proposal includes grading within the project area and, if granted, would be subject to the City's standard conditions of approval that require prompt and appropriate action to address the discovery of subsurface cultural resources.

### **SOI Standard 9**

*New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

**Analysis:** The proposed work includes new features in the public right-of-way such as ADA ramp, surface pavement, will be compatible with the historic design by virtue of its seamless installation, low profile and limited overall impact. These features would not destroy spatial relationships of the historic landscape design.

### **SOI Standards 10**

*New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

**Analysis:** The proposal satisfies with standard because, if the proposed improvements were removed, they would not permanently impair the integrity or essential form of the Olmsted design.

## **B. Landmarks Preservation Ordinance (LPO) Review Standards and Criteria**

In order to approve a request for a SAP, the Commission must find that the proposal would not adversely affect the features or special character of the subject structure or property. An analysis of the project with respect to the required findings of LPO is outlined below.

### **BMC Section 3.24.260, Paragraph C.1**

*“For applications relating to landmark sites, the proposed work shall not adversely affect the exterior architectural features of the landmark and, where specified in the designation for a publicly owned landmark, its major interior architectural features...”*

**Analysis:** The character-defining features of the subject Olmsted landscape design are its curvilinear form, broad width of 100 ft., the placement and delineation of auto and pedestrian pathways throughout, and the central planted medians. While the proposal would not adversely affect any of these aspects of the landscape, it would eliminate all existing vegetation in the project area.

As discussed previously in the analysis of SOI Standard 6, the removal of these organic features would diminish the City’s public right-of-way amenities and should be avoided where possible. Therefore, staff recommends that the Commission take favorable action on this proposal while requiring further study and review of the plan by the Public Works staff and Traffic Engineer for consistency with standards and practices for pedestrian access and landscape amenities.

*“...nor shall the proposed work adversely affect the special character or special historical, architectural or aesthetic interest or value of the landmark and its site, as viewed both in themselves and in their setting.”*

**Analysis:** The aesthetic value of this City Landmark feature would be preserved, generally speaking, and could be further enhanced with the retention of existing or comparable landscape features. See previous analysis, above.

## **V. Recommendation**

Staff recommends approval of this request for a Structural Alteration Permit pursuant to Section 3.24.260, and subject to the attached findings and conditions that require further study of planting options for the project site.

**Attachments:**

1. [Recommended Findings for Approval](#)
2. [Proposed Project Plans, received May 17, 2022](#)
3. [Applicant Statement, received May 23, 2022](#)
4. [LPC Notice of Decision for Piedmont Avenue, dated February 22, 1990](#)

**Prepared by:** Fatema Crane, Senior Planner, [fcrane@cityofberkeley.info](mailto:fcrane@cityofberkeley.info); 510-981-7410

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# ATTACHMENT 1

## DRAFT FINDINGS AND CONDITIONS

### 2200-block Piedmont Avenue

#### **Structural Alteration Permit #LMSAP2019-0009**

**Structural Alteration Permit #LMSAP2019-0009 to complete ADA access improvements in the public right-of-way at the intersection of Piedmont Avenue and Bancroft Way.**

#### **FINDINGS REQUIRED UNDER CEQA**

1. The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA, Public Resources Code §21000, et seq. and California Code of Regulations, §15000, et seq.) pursuant to Section 15331 of the CEQA Guidelines (“Historic Resource Restoration/Rehabilitation”). Furthermore, none of the exceptions in CEQA Guidelines Section 15300.2 apply, as follows: (a) the site is not located in an environmentally sensitive area, (b) there are no cumulative impacts, (c) there are no significant effects, (d) the project is not located near a scenic highway, and (e) the project site is not located on a hazardous waste site pursuant to Government Code Section 65962.5.

#### **FINDINGS RELATED TO THE SECRETARY OF THE INTERIOR’S STANDARDS**

Regarding the Secretary of the Interior’s Standards for Rehabilitation, the Landmarks Preservation Commission of the City of Berkeley makes the following findings:

1. The property will continue its historic use as a public right-of-way.
2. The historic character of the Olmstead-design landscape, as characterized by the broad width of its curvilinear form, central planting median and auto and pedestrian pathways. The proposal retains, preserves and does not eliminate these features.
3. The proposal does not include proposed alterations that would create a false sense of historical development. The proposed lamp posts are emblematic of period-style lighting but are contemporary and not conjectural.
4. The overall plan of 1864 landscape design appears to be largely intact with few significant changes. No changes that have acquired significance in their own right are present or would be affected by the subject proposal.
5. With respect to techniques and materials, no distinctive features, finishes or construction methods would be affected by the subject proposal.

6. As conditioned herein, the applicant shall be required to consider repair rather than the replacement of deteriorated historic features of this site; when the severity of deterioration requires replacement, then the applicant shall match the old in design, color, texture, materials and, where possible, quality. With respect to features of this historic landscape design, the applicant will be asked to consider retaining or providing comparable areas of planted landscaping between the curb and edge of sidewalk.
7. The applicant does not propose chemical or physical treatments. However, standard conditions of Structural Alteration Permit approval would require that any chemical or physical treatments be undertaken using the gentlest means possible.
8. This proposal includes grading within the project area and is subject to the City's standard conditions of approval that require prompt and appropriate action to address the discovery of subsurface cultural resources.
9. The proposed work includes new features in the public right-of-way such as an ADA ramp and surface pavement, will be compatible with the historic design by virtue of its seamless installation, low profile and limited overall impact. These features will not destroy spatial relationships of the historic landscape design.
10. If the proposed improvements were removed, they would not permanently impair the integrity or essential form of the Olmsted design.

#### **FINDINGS REQUIRED UNDER LANDMARK PRESERVATION ORDINANCE**

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1. As required by Section 3.24.260 of the Landmarks Preservation Ordinance, the Commission finds that proposed work is appropriate for and consistent with the purposes of the Ordinance, and will preserve and enhance the characteristics and features specified in the designation for this property. Specifically:
  - A. The character-defining features of the subject Olmsted landscape design are its curvilinear form, broad width of 100 ft., the placement and delineation of auto and pedestrian pathways throughout, and the central planted medians. As conditioned herein, these features would not be adversely affected by the request for ADA access improvements.

#### **STANDARD CONDITIONS**

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The following conditions, as well as all other applicable provisions of the Landmarks Preservation Ordinance, apply to this Permit:

##### **1. Conditions Shall be Printed on Plans**

The conditions of this Permit shall be printed on the *second* sheet of each plan set submitted for a building permit pursuant to this Permit, under the title 'Structural Alteration Permit Conditions'. *Additional sheets* may also be used if the *second* sheet is not of sufficient size to list all of the conditions. The sheet(s) containing the conditions

shall be of the same size as those sheets containing the construction drawings; 8-1/2" by 11" sheets are not acceptable.

## **2. Plans and Representations Become Conditions**

Except as specified herein, the site plan, floor plans, building elevations and/or any additional information or representations, whether oral or written, indicating the proposed structure or manner of operation submitted with an application or during the approval process are deemed conditions of approval.

## **3. Subject to All Applicable Laws and Regulations**

The approved use and/or construction is subject to, and shall comply with, all applicable City Ordinances and laws and regulations of other governmental agencies. Prior to construction, the applicant shall identify and secure all applicable permits from the Zoning Adjustments Board or Zoning Officer, Building and Safety Division, Public Works Department and other affected City divisions and departments.

## **4. Exercise and Lapse of Permits (Section 23.404.060.C)**

- A. A permit for the construction of a building or structure is deemed exercised when a valid City building permit, if required, is issued, and construction has lawfully commenced.
- B. A permit may be declared lapsed and of no further force and effect if it is not exercised within one year of its issuance, except that permits for construction or alteration of structures or buildings may not be declared lapsed if the permittee has: (1) applied for a building permit; or, (2) made substantial good faith efforts to obtain a building permit and begin construction, even if a building permit has not been issued and/or construction has not begun.

## **5. Indemnification Agreement**

The applicant shall hold the City of Berkeley and its officers harmless in the event of any legal action related to the granting of this Permit, shall cooperate with the City in defense of such action, and shall indemnify the City for any award of damages or attorneys fees that may result.

## **6. Halt Work/Unanticipated Discovery of Tribal Cultural Resources**

In the event that cultural resources of Native American origin are identified during construction, all work within 50 feet of the discovery shall be redirected. The project applicant and project construction contractor shall notify the City Planning Department within 24 hours. The City will contact any tribes who have requested consultation under AB 52, as well as contact a qualified archaeologist, to evaluate the resources and situation and provide recommendations. If it is determined that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with Native American

groups. If the resource cannot be avoided, additional measures to avoid or reduce impacts to the resource and to address tribal concerns may be required.

**7. Archaeological Resources (*Ongoing throughout demolition, grading, and/or construction*)**

Pursuant to CEQA Guidelines Section 15064.5(f), “provisions for historical or unique archaeological resources accidentally discovered during construction” should be instituted. Therefore:

- A. In the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist, historian or paleontologist to assess the significance of the find.
- B. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified professional would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Berkeley. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by the qualified professional according to current professional standards.
- C. In considering any suggested measure proposed by the qualified professional, the project applicant shall determine whether avoidance is necessary or feasible in light of factors such as the uniqueness of the find, project design, costs, and other considerations.
- D. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation measures for cultural resources are carried out.
- E. If significant materials are recovered, the qualified professional shall prepare a report on the findings for submittal to the Northwest Information Center.

**8. Human Remains (*Ongoing throughout demolition, grading, and/or construction*)**

In the event that human skeletal remains are uncovered at the project site during ground-disturbing activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to CEQA Guidelines Section 15064.5 (e)(1). If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to Health and Safety Code Section 7050.5(c), and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.

**9. Paleontological Resources (*Ongoing throughout demolition, grading, and/or construction*)**

In the event of an unanticipated discovery of a paleontological resource during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards [SVP 1995,1996]). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.

**ADDITIONAL CONDITIONS**

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The following additional conditions are attached to this Permit:

10. The proposed project is approved as shown on the drawings dated “received May 17, 2022” subject to the conditions herein.
11. No changes can be made to these approved plans without prior approval.
12. **PUBLIC WORKS PERMIT** – This Structural Alteration Permit approval is contingent upon Public Works permit approval.
13. Repair and replacement of character-defining features. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old or historic feature in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
14. Chemical or physical treatments, if appropriate, shall be called out in the scope or work for any building permit for this project and shall be undertaken using the gentlest means possible. Treatments causing damage to historic materials shall not be used.
15. Prior to Landmarks plan checker sign-off of the Building Permit set of drawings, the applicant shall submit color and materials information for review and approval by Landmarks staff, in coordination with the LPC Chair as needed.
16. Applicant shall submit a separate application for the signage. It is not included in this permit.
17. Prior to Landmarks plan checker sign-off of the building permit set of drawings, the applicant shall submit lighting details showing all existing and proposed site and building

lighting. Exterior lighting, including for signage, shall be downcast and not cause glare on the public right-of-way and adjacent parcels.

- 18. LANDSCAPE PLANS** – Prior to Landmarks plan checker sign-off of the Building Permit set of drawings, the applicant shall revise the landscape plan to include areas of new plantings and, where possible, street trees within the traditional landscape strip between the curb and edge of sidewalk. The revised landscape plan must call out the number, location, and species of all proposed plantings, and which existing plantings shall be removed. The applicant shall provide irrigation for all landscaped areas or provide drought tolerant plant palette. This shall be called out on Landscape building permit drawings.
- 19.** The applicant shall provide irrigation for all landscaped areas. This shall be called out on Landscape building permit drawings.
- 20.** All curbs and curb cuts shall be constructed per the standards and specifications of the Public Works Department. Curb cuts no longer utilized shall be restored per the Public Works Department specifications.
- 21.** The applicant shall be responsible for identifying and securing all applicable permits from the Building and Safety Division and all other affected City divisions/departments prior to the start of work.
- 22.** The applicant is responsible for complying with all the above conditions. Failure to comply with any condition could result in construction work being stopped, issuance of citations, as well as further review by the Landmarks staff, which may modify or impose additional conditions, or revoke approval.
- 23.** All building permit drawings and subsequent construction shall substantially conform to the approved plans as outlined in Condition #1. Any modifications must be reviewed by the Landmarks plan checker to determine whether the modification requires approval.
- 24.** The applicant shall hold harmless, defend, and indemnify the City of Berkeley and its officers, agents, and employees against any and all liability, damages, claims, demands, judgments or other losses (including without limitation, attorney's fees, expert witness and consultant fees and other litigation expenses), referendum or initiative relating to, resulting from or caused by, or alleged to have resulted from, or caused by, any action or approval associated with the project. The indemnity includes without limitation, any legal or administrative challenge, referendum or initiative filed or prosecuted to overturn, set aside, stay or otherwise rescind any or all approvals granted in connection with the Project, any environmental determination made for the project and granting any permit issued in accordance with the project. This indemnity includes, without limitation, payment of all direct and indirect costs associated with any action specified herein. Direct and indirect costs shall include, without limitation, any attorney's fees, expert witness and consultant fees, court costs, and other litigation fees. City shall have the right to select counsel to represent the City at Applicant's expense in the defense of any action specified in this condition of approval. City shall take reasonable steps to promptly notify the Applicant of

any claim, demand, or legal actions that may create a claim for indemnification under these conditions of approval.

Berkeley Capital Strategies

International House  
Structural Alteration Permit  
#LMSAP 2019-0009

## **PROPOSED PIEDMONT AVENUE ADA IMPROVEMENTS**

Slope at Shuttle Stops does not comply with ADA standards



Non compliant ADA parking space-  
No level exit area from vehicle



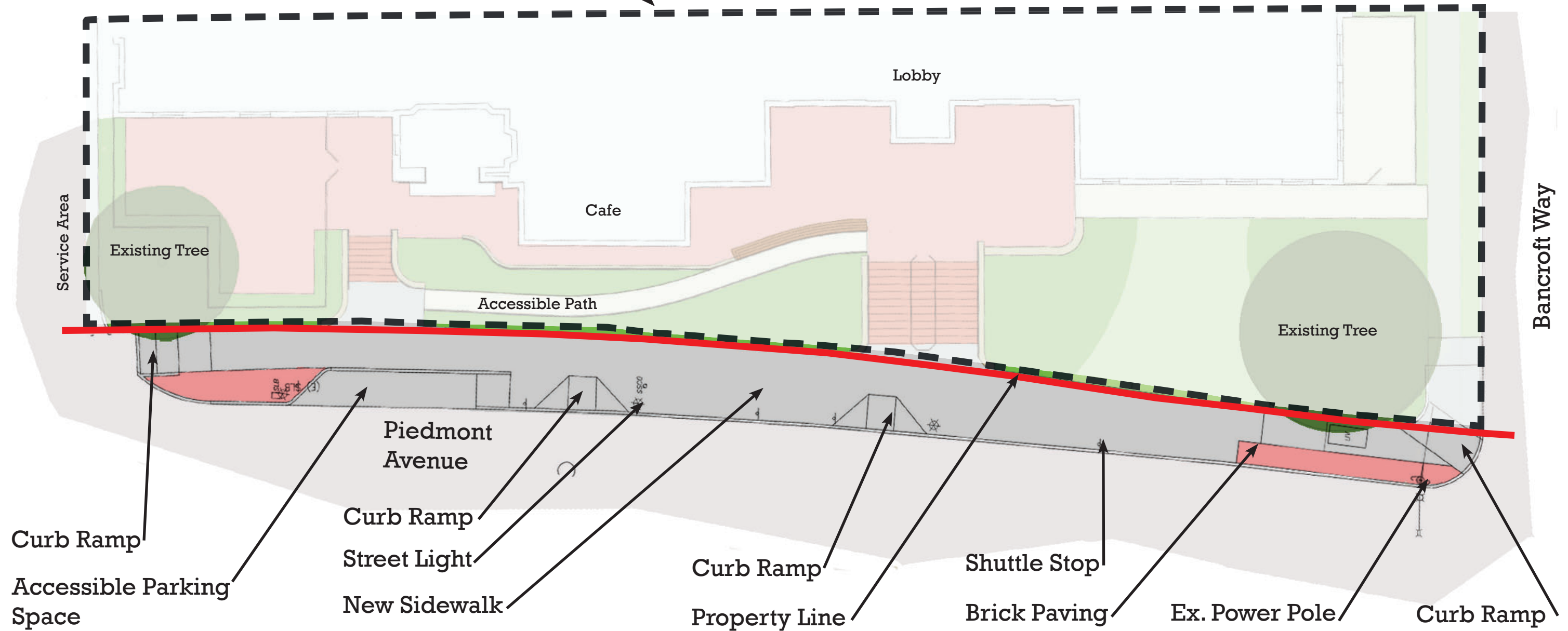
Landing for stairs and ramp do not comply with ADA and are within the street



Landing for stairs is within the street



THIS AREA SHOWN FOR REFERENCE ONLY



# Piedmont Ave. ADA Improvements Master Plan

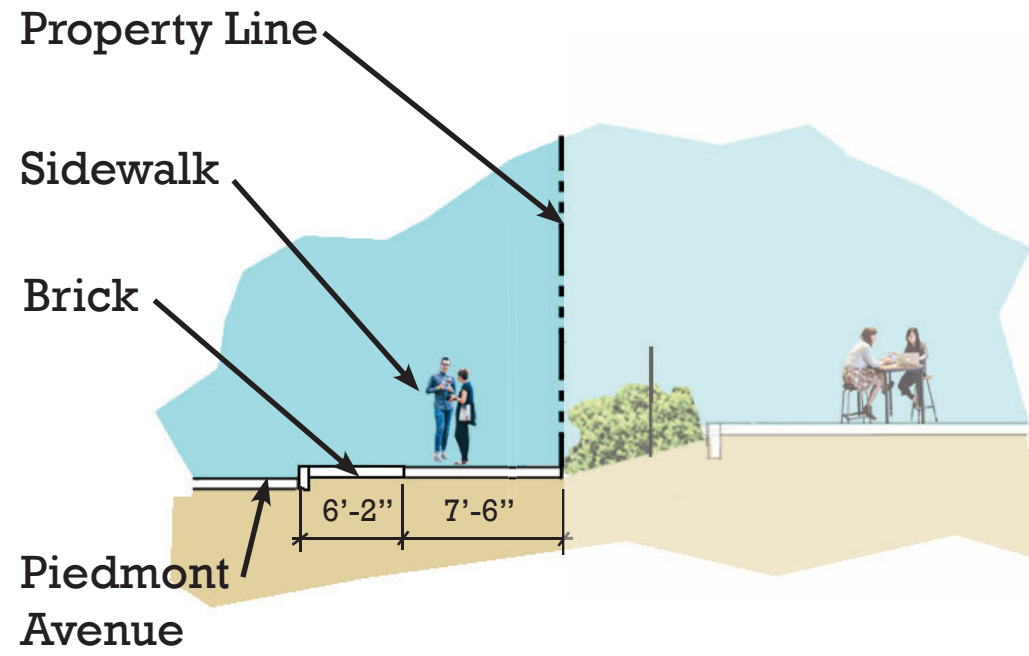
NTS

May 17th, 2022

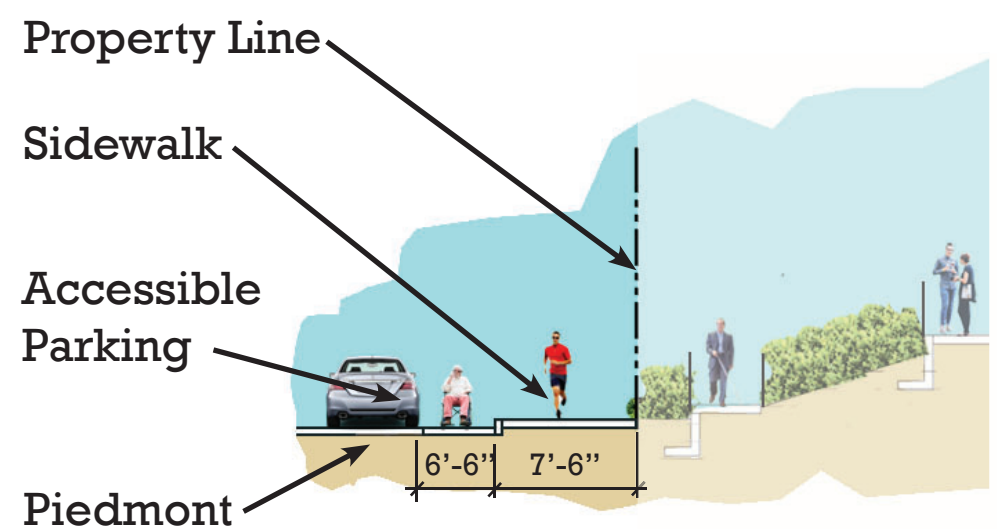


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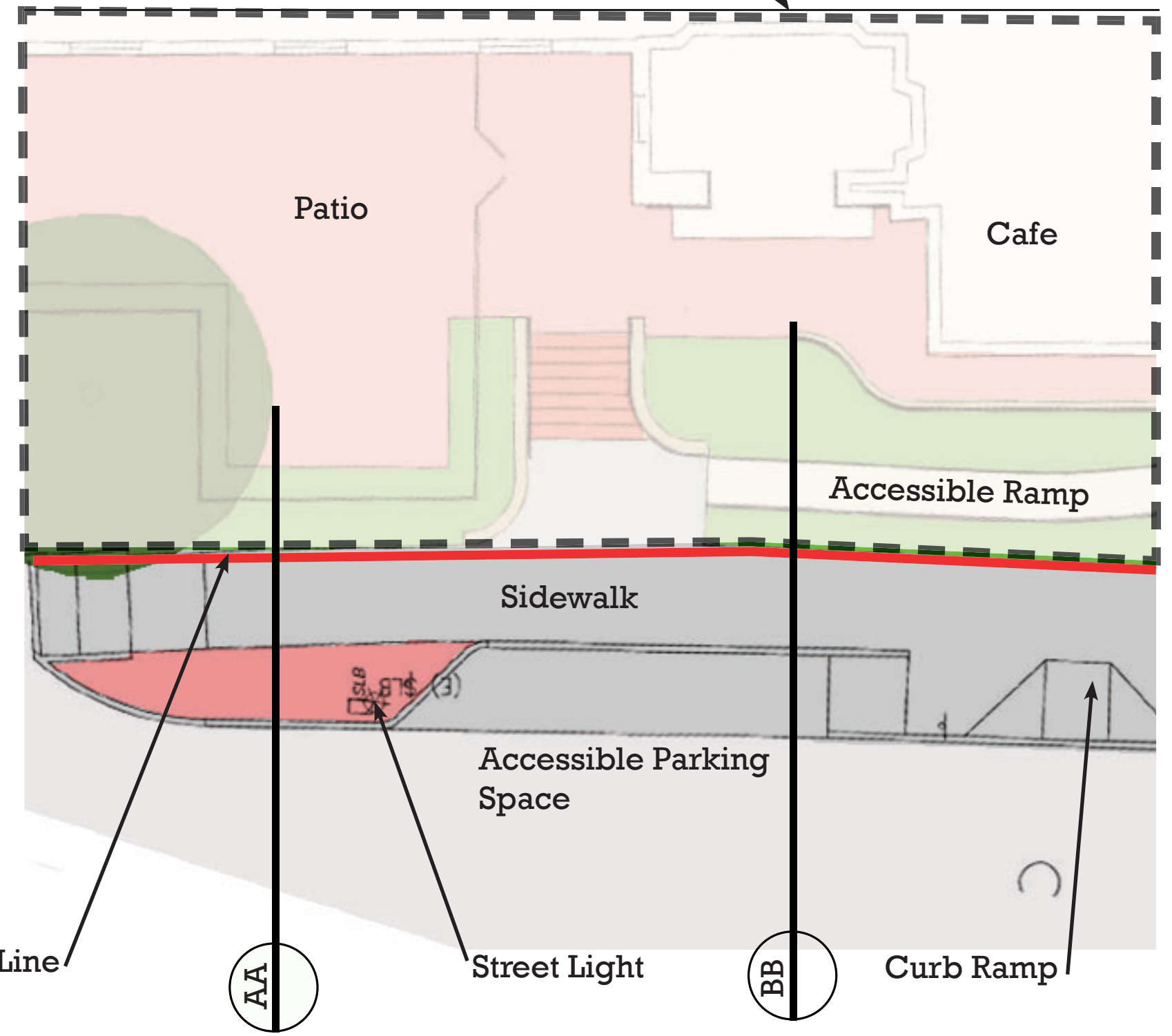


**Section AA**



**Section BB**

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Property Line

AA

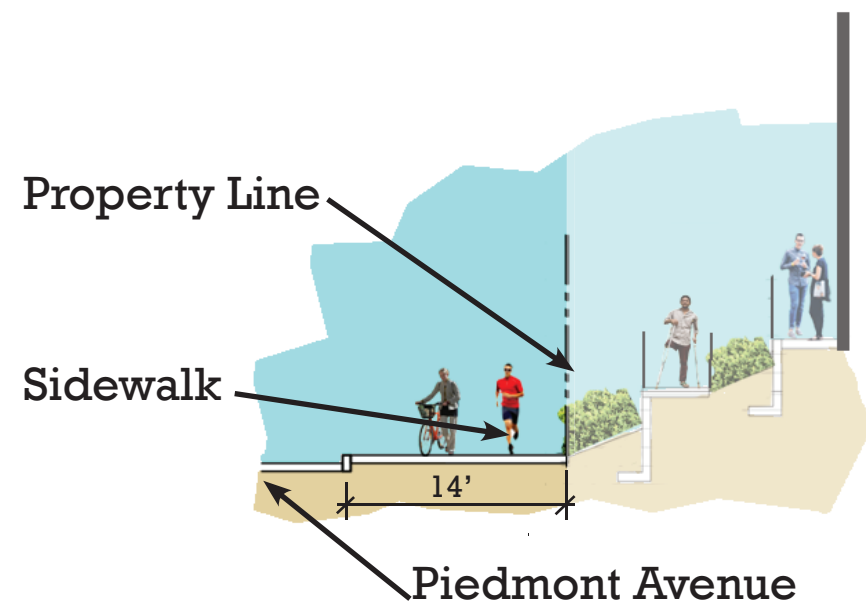
Street Light

BB

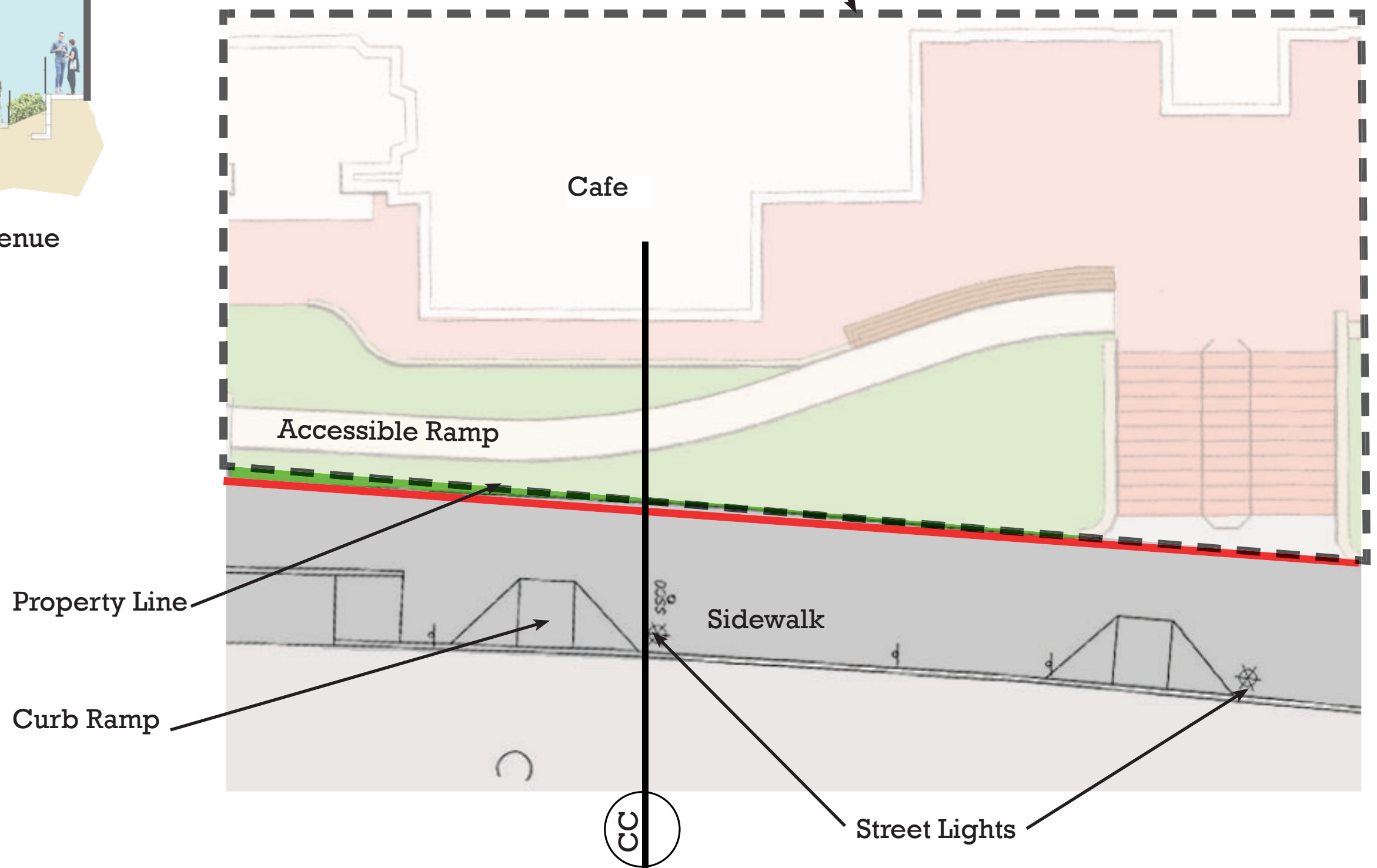
Curb Ramp

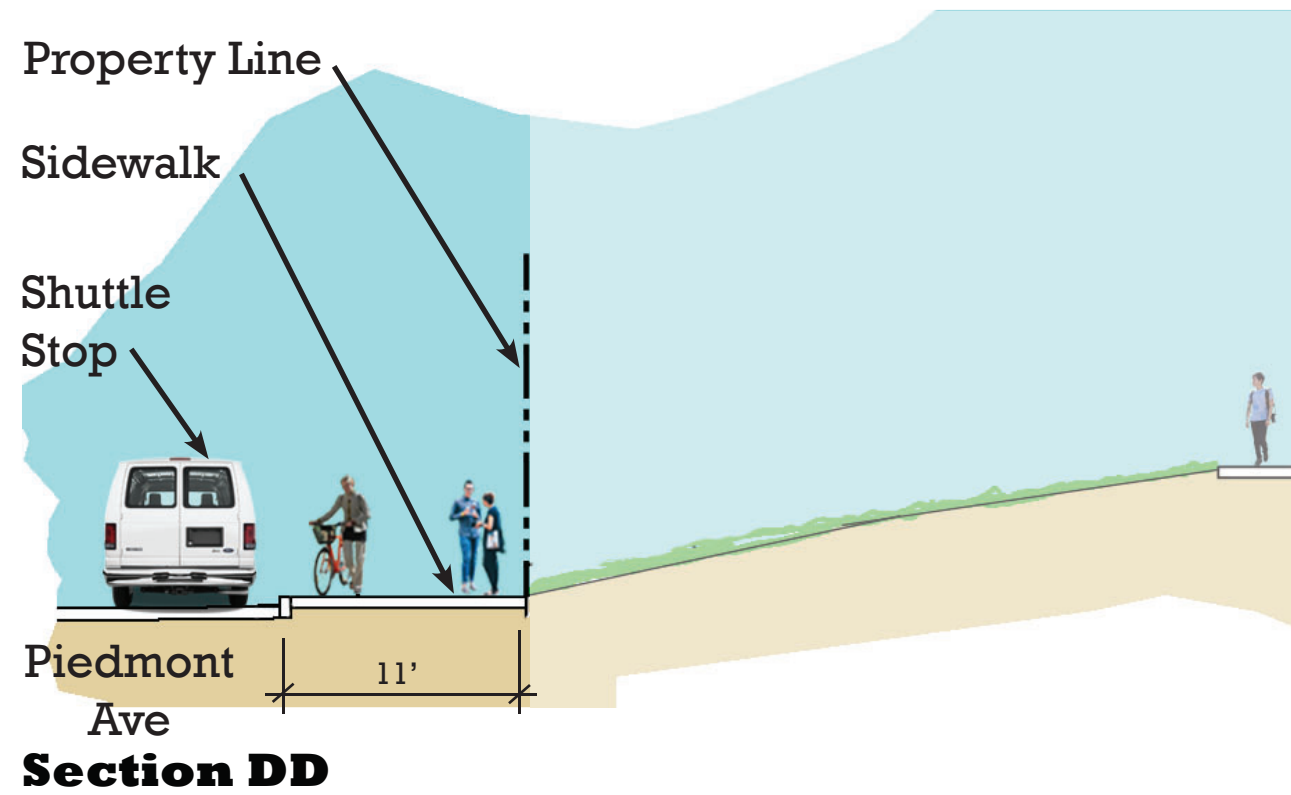


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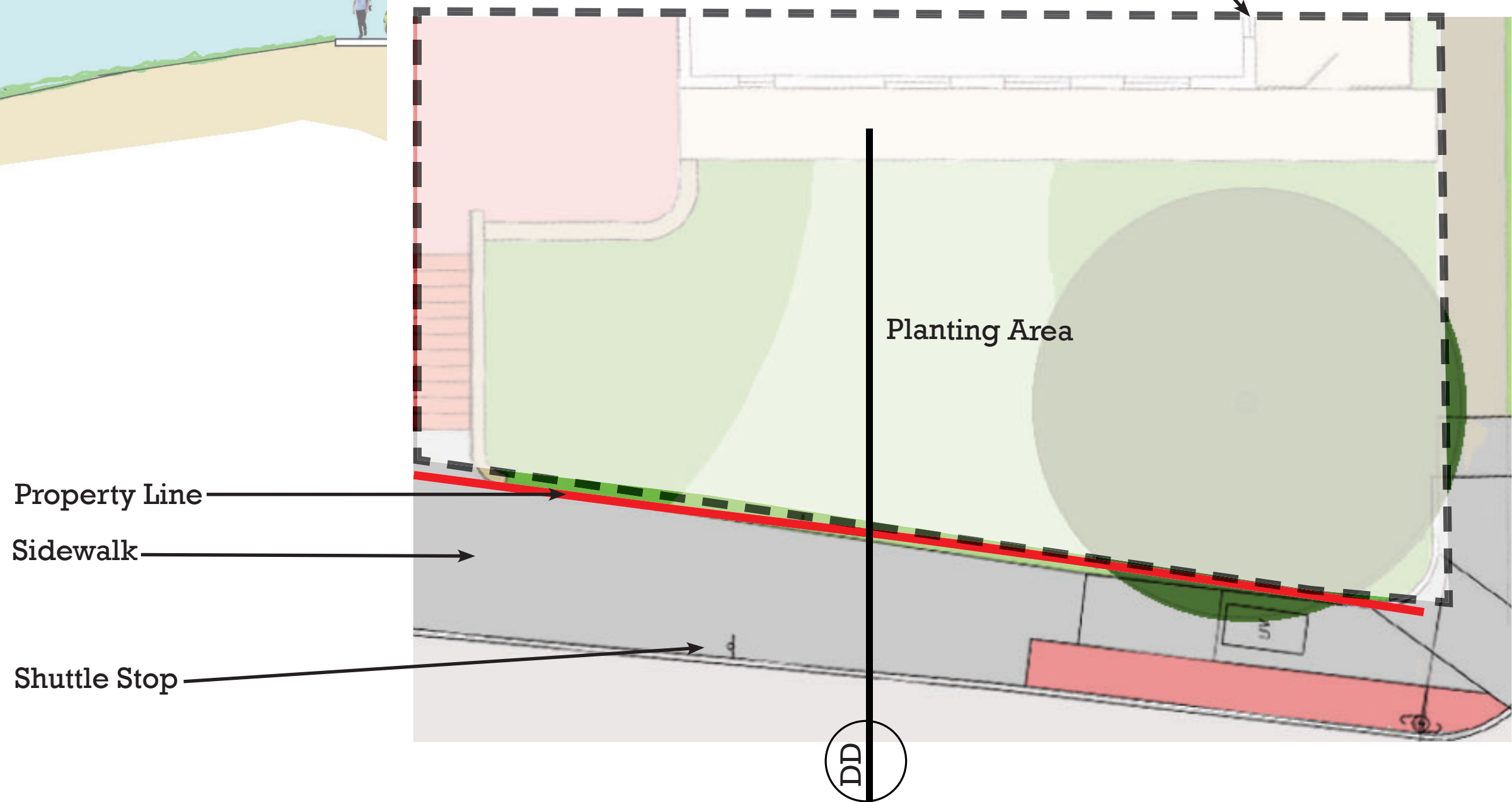


**Section CC**





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**STRUCTURAL ALTERATION PERMIT (#LMSAP 2019-0009)**  
**International House Proposed ADA Improvements within the Public-Right-of-Way  
at the intersection of Piedmont Avenue and Bancroft Way**

**PROJECT STATEMENT**

**1.0 Project Background**

Land Use Planning  
Received  
May 23, 2022

The International House has undertaken a design approach to address a multitude of public safety, ADA compliance, operational constraints, maintenance issues and code issues that currently exist within the Public-Right-of-Way in front of the International House.

The goals of the project are to

- Integrate ADA access more gracefully into the streetscape
- Continue to provide an ADA accessible shuttle stop
- Create ADA compliant sidewalks
- Construct the existing ADA parking space as a compliant ADA parking space
- Underground utilities
- Increase pedestrian lighting
- Create wider sidewalks to accommodate the high volume of pedestrians
- Reduce maintenance costs
- Increase pedestrian safety

This Structural Alteration Permit (SAP) application proposes to complete ADA access improvements for a portion of the west side of the 2200-block of Piedmont Avenue, a City Landmark property. The Public-Right-of-Way ADA Improvements are part of a larger project undertaken by the International House to renovate the International House's front entry. Most the front entry renovations are outside of the Public-Right-of-Way and are not located within the Landmarked Piedmont Avenue streetscape or under the jurisdiction of the City of Berkeley.

Working collaboratively with multiple departments within the City of Berkeley (Public Works, Fire, Planning and Transportation), the University of California, the Department of the State Architecture and the International House staff, the project team created multiple options for this constrained site. The submitted plan represents the preference of the City of Berkeley's Fire Department.

Upon completion of the project, the front entry of the International House and the Piedmont Avenue streetscape will provide a multitude of benefits to the public, support a vibrant, highly accessible arrival experience and feature a new streetscape that is contextual with the historic roadway and architecture of the International House.

**Update on Application Submittal and Previous LPC Hearing**

The Landmarks Preservation Commission reviewed the Structural Alteration Permit (SAP) application during the March 5, 2020 LPC hearing and provided feedback. Since then, the project is under review. The university has revised the design and project plans taking into consideration the comments from the

LPC. The University's Capital Strategies has taken the lead on the pending 2019 application submittal to the LPC and requests final action at the June 2 meeting. In addition, on May 17, 2022 based on LPC's feedback, UC organized a site visit with Commissioner Twu and Commissioner Finacom at the public-right-of-way project site. The purpose of the site visit was to review the revised plans and learn more about UC's proposed access improvements and the site conditions. The University staff addressed the questions from the commissioners and provided background information regarding the project.

### **Early History of Piedmont Avenue**

The conception of Piedmont Avenue began during the master planning of the College of California (the future UC Berkeley) in the 1860's. Landscape architect Frederick Law Olmsted was commissioned to generate a comprehensive study of the campus. The Olmsted Plan for the College of California (1865) illustrated the origins of the east-west axis of the Central Glade, embraced by the north and south forks of Strawberry Creek. An integral design element was Piedmont Way, Olmsted's first landscaped boulevard, running north-south that became a model for several of his residential projects around the country. Olmsted's master plan was conceptual and was not outlined in detail or supported by construction documents. The 'overarching intention' of the master plan was 'to create a framework in which others could later make decisions'. The most detailed plan of his vision was a parcel map from 1868 that includes lot lines and right of ways but no indications of medians, divided roadways, sidewalks, curbs or plantings.

The curvilinear design of Piedmont Avenue, between the transition to Gayley Road on the north and the intersection with Dwight Way on the south, is attributed to Fredrick Law Olmsted and, as such, received City of Berkeley Landmark designation status in 1990.

### **Existing Conditions**

Over the course of the last 150 years, Piedmont Avenue has seen many physical and demographic changes. Piedmont Avenue now possesses a broad range of residential uses, functions as a major transportation route and must comply with regulatory requirements. Currently the Avenue supports a diverse and growing student body traveling along it with a wide array of devices from electric scooters to mopeds, strives to accommodate ride sharing services, provides access for a wide range of emergency, service and shuttle vehicles, transforms from a vehicle dominated roadway to a pedestrian friendly environment during special events and must seamlessly incorporate ADA accessibility.

### **2.0 Project Description**

The project proposes to upgrade the Public-right-of-way of the area in order to improve the conditions for ADA access to the International House located immediately adjacent to the project site at 2299 Piedmont Avenue. The scope of work includes the following:

1. Remove the existing ADA ramp, railings and walls between the back of curb and back of sidewalk
2. Remove the existing non-compliant staircases within the Right of Way
3. Remove and reconstruct the existing sidewalk to increase its width from 6' to 8'

4. Remove the existing soil in the parkway adjacent to the existing ADA parking space, add a curb wall and new sidewalk to align with the top of curb to create an ADA Compliant landing for the existing parking space
5. Lower the elevation of the existing sidewalk to make it level with the top of curb
6. Reconstruct the existing shuttle stop to make it ADA compliant by removing the existing sidewalk, constructing a new sidewalk at a lower elevation aligned with the top of curb and provide a 4' wide landing for passengers
7. Install three pedestrian pole lights per the City of Berkeley's standards
8. Install brick paving at the northwest and southwestern edge of the public-right-way
9. Reconstruct the existing curb along its current alignment to increase storm water flow capacity along the Avenue

Attachment 1 provides the set of plans to illustrate the existing conditions and proposed project.

### **Project Rationale**

The rationale for the project is public safety, compliance to ADA, aesthetic enhancement, integrating different modes of transportation and to recognize trends of more active uses of the public realm.

Specific rationales include:

- Pedestrian Safety: Pedestrians currently crossing Piedmont Avenue enter or exit the existing accessible ramp or stairs directly into the roadway. By code there must be protected landings at the bottom of both ramps and stairs.
- Accessible landings on the sidewalk for both the existing ADA parking space and the shuttle space. Currently there are no accessible landings.
- Installing brick paving, instead of landscape strips or a line of trees accommodates increased pedestrian traffic. Brick paving is consistent with other sidewalks along Piedmont Avenue. During special events such as football games, Piedmont Avenue is closed to vehicular traffic before Bancroft Way. The sidewalks, ramps and stairs in front of the I-House must accommodate large crowds and emergency access. Currently there is not enough room for pedestrians to walk along the sidewalk, pedestrians can trip or fall on the irregular pavements/curbs. Emergency providers have a very constrained space to provide direct access to Gayley Road and their command center is typically located within the International House's driveway.
- Currently the I-House streetscape is composed of a range of walls, railings, signs, over-head utilities and plantings. The proposed improvements will create a harmonious composition that reflects the unique architectural character and pedestrian scale of I-House and Piedmont Avenue.

### **Project Benefits**

The proposed renovations will provide a multitude of safety and aesthetic benefits to the public and community.

1. Increase pedestrian safety by eliminating conflicting pedestrian access points into roadway
2. Provide an ADA compliant shuttle stop, parking space and curb ramps, guaranteeing universal access for all
3. Remove a confusing and unpleasant system of ramps and walls within the right-of-way
4. Underground overhead utilities for public safety, removing visually intrusive elements

- 
5. Provide pedestrian scaled lighting that will increase safety
  6. Accommodate a range of service, emergency and transportation uses while removing conflicts
  7. Increase the width of the sidewalks to accommodate increased pedestrian traffic and activities

## **FINDINGS**

Compliance with the CITY OF BERKELEY MUNICIPAL CODES CHAPTER 3.24

The proposed renovations of the existing Piedmont Avenue streetscape in front of the I-House are warranted per section 3.24.280 of the Berkeley Municipal Code which states that *'None of the provisions of this chapter shall be construed to prevent any measures of construction, alteration or demolition necessary to correct or abate the unsafe or dangerous condition of any structure, other feature, or part thereof, which such condition has been declared unsafe or dangerous by the Planning and Community Development Department or the Fire Department, and where the proposed measures have been declared necessary, by such department or departments, to correct the said condition; provided, however, that only such work as is reasonably necessary to correct the unsafe or dangerous condition may be performed pursuant to this section.'*

As noted previously in this Applicant Statement, the existing stairs, accessible ramp, shuttle stop, and accessible parking space are non-compliant with ADA and are an unsafe and dangerous condition. The applicant seeks to rectify this condition by constructing ADA compliant facilities within the public right of way.

**Attachment 1: Proposed Project Plans and Images, Piedmont Ave. ADA Improvements**

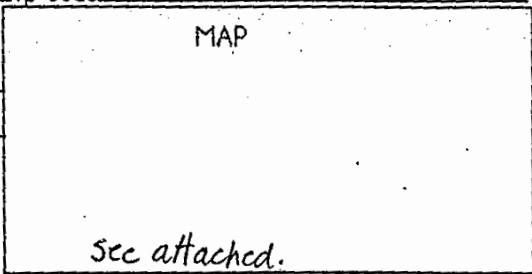
Item ~~5~~ 7B

DRAFT

CITY OF BERKELEY  
Ordinance 4694-N.S.  
LANDMARK APPLICATION

126  
CURRENT PLANNING  
FEB 16 1990

1. Street address Piedmont Avenue, btw. Dwight & zip code 94704  
County Alameda City Berkeley <sup>Gay Key</sup>
2. Assessors Parcel Number: Block # \_\_\_\_\_ Lot # \_\_\_\_\_  
Dimensions: \_\_\_\_\_ x \_\_\_\_\_ irregular \_\_\_\_\_  
Cross street \_\_\_\_\_ Location Map: \_\_\_\_\_
3. Is property on any survey? Neighborhood \_\_\_\_\_  
State Inventory  National Register \_\_\_\_\_  
<sup>State Historic Landmark</sup>  # 986 on States list
4. Application for Landmark includes:  
a. Building (s) \_\_\_\_\_ gardens \_\_\_\_\_ Other features \_\_\_\_\_  
b. Landscape or open space  Natural \_\_\_\_\_ Designed  Other \_\_\_\_\_  
c. Historic site \_\_\_\_\_  
d. District \_\_\_\_\_  
e. Other Roadway and planted boulevards and medians
5. A. Historic Name of property Piedmont Way  
b. Commonly known name \_\_\_\_\_
6. Date of construction Surveyed: 1865 a. Factual  b. Approximate \_\_\_\_\_  
source of information Records of the Board of Trustees of the College of California, October 3<sup>rd</sup>, 1865 - page 286
7. Architect Frederick Law Olmsted <sup>Landscape</sup> Builder \_\_\_\_\_
8. Style 1st sheet design of its kind - "Olmstedian"
9. Original owner College of California / City of Berkeley Original use \_\_\_\_\_
10. Present owner City of Berkeley Address 2180 Milvia Street  
Private.....Public  Institutional.....Business.....  
Present occupant.....
11. Present use: current zoning status? \_\_\_\_\_ adjacent property zoning? \_\_\_\_\_  
Residential:  single family \_\_\_\_\_ Duplex  multiple   
Commercial: \_\_\_\_\_ office \_\_\_\_\_ store \_\_\_\_\_ industrial \_\_\_\_\_ hotel \_\_\_\_\_  
Institutional:  School \_\_\_\_\_ Church \_\_\_\_\_ hospital \_\_\_\_\_ park \_\_\_\_\_ University
12. Present condition of property: \_\_\_\_\_  
Exterior: excellent....good....fair... poor....  
Interior: excellent....good....fair....poor....  
Grounds: excellent....good....fair  poor....



7B

13. Description

Place contact print  
here

14. History

see attached documentation for State Historic Landmark  
application prepared by the Friends of the Frederick Law Olmsted Papers,  
Theodore Osmundson, President

15. Significance

see attached

Historical value: National  State  County  City  Neighborhood   
Architectural value: National  State  County  City  Neighborhood

16. Is the property endangered? yes  no  explain, if yes Will suffer major impacts if Haas Business School is constructed adjacent.

17. Photograph(s) or copies of photographs  
Contemporary See attached date See attached Historic See attached date See attached  
Photographer See attached Photographer See attached  
repository See attached repository See attached

18. Bibliography

Published sources See attached Public Records See attached  
Interviews See attached Other See attached

19. Recorder: Name Lesley Emmington Jones date February 15, 1990  
Address 195 The Uplands telephone 652-2255  
Do you represent an organization?  Name Landmarks Preservation  
Address Commission telephone See attached

APPLICATION FOR REGISTRATION OF HISTORICAL LANDMARK

7D

1.

Name of Proposed Landmark Frederick Law Olmsted's Piedmont Avenue Parkway

Location Piedmont Avenue, between Gayley Road and Dwight Way  
Berkeley, California

County Alameda

Name and Address of Landowner upon Whose Property Landmark is Proposed \_\_\_\_\_  
City of Berkeley, 2180 Milvia Street, Berkeley, California 94705

Name and Address of Applicant Theodore Osmundson, FASLA Phone No. 415/526-4566  
81 Kingston Road President, Friends of the Frederick  
Kensington, CA 94707 Law Olmsted Papers Bus. Phone No. 415/541-9071

Is this landmark of statewide significance as described in the State of Policy? yes

Explain (use extra sheet if necessary):

Under criteria IA-1 and IIIA - see attached statement

Is bibliography complete? (To enable verification of statements and claims made herein.) Yes

Is permission of property owner for registration attached? Public Property

Is approval of property owner to place a plaque attached? plaque not requested

Is proof of reasonable protection for requested landmark attached? \_\_\_\_\_

Are photographs, prints, or drawings (two views) attached? Yes

BRIEF HISTORY AND DESCRIPTION (Corresponding to one or more items under I, II, or III of the Statement of Policy.)

2.

Frederick Law Olmsted's Piedmont Avenue Parkway  
Statement of Statewide Significance

Introduction

Frederick Law Olmsted, America's visionary 19th century landscape architect, spent the years 1863-1865 in California. During this period he formulated important ideas that contributed to future urban planning and a national policy for the preservation of wild lands. By proposing that Yosemite become a "public reservation" he laid the foundation for this nation's unprecedented and magnificent system of national parks. He also argued for building a central park in San Francisco - a concept that evolved into present-day Golden Gate Park. He proposed plans for the University of California campus at Berkeley and for Mountain View Cemetery in Oakland. (In later years he returned to California and laid out the site and landscape plans for Stanford University.) He is known today throughout the United States as the principal designer of New York's Central Park (1858), The Washington, D. C. Zoological Gardens (1866), Chicago's Riverside Park (1866), Boston's Franklin Park (1886), the Columbian Exposition (1892), and the basic landscape plan for the national capitol in Washington D.C. (1874-1886), to name just a few of his park and community development projects.

When he conceived his plan for the College of California (now the University of California at Berkeley), he also proposed the idea for the Piedmont Avenue parkway as a part of a neighborhood development and roadway connecting two beautiful open spaces. This pleasant curvilinear road was a forerunner of the parkways Olmsted was to make famous in other cities.

In 1864, Olmsted was asked by representatives of the College of California to develop a plan for a college campus and adjacent residential community in what is now the City of Berkeley. Olmsted visited the site and worked on his proposals for nearly a year before presenting them to the college's board of trustees in September 1865. His finished plan, completed in June 1866 was entitled Berkeley Neighborhood; Report Upon a Projected Improvement of the Estate of the College of California at Berkeley, near Oakland. It included a written text and several maps and drawings including "a very large map some nine feet by five" on which the entire ground plan was shown in detail. The plan included a roadway through what was then called the College Homestead Tract (property of the College of California) that was to connect the College of California to Oakland by way of Mountain View Cemetery which Olmsted was then designing.

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Today, much of the ground covered by Olmsted's original plan is included in State Historic Landmark 946. One major element of the plan, however, lies outside the main campus of the University of California and is not generally or officially recognized as part of Olmsted's original concept. The gently curving, divided roadway, (Gayley Road/Piedmont Avenue between Hearst Avenue and Dwight Way) was originally intended to be a tree-lined scenic drive that would enhance and support the life of the proposed college by encouraging the development of a "refined residential neighborhood." Today, Piedmont Avenue between Gayley Road and Dwight Way is the only part of Olmsted's original plan that was fully developed and that has survived the years.

### Background

In his report in 1865, Olmsted discussed the "local circumstances that would be most favorable to the attainment of the objects of a College." He pointed out that a college campus needed to be near enough to an urban center to enable faculty and students to live rich and satisfying domestic personal lives... "a refined domestic life" being "unquestionably the ripest and best fruit of civilization." On the other hand, the campus and its adjacent residential resources also needed to be far enough removed from the "heated, noisy life of a large town" that the setting would encourage quiet reflection and provide opportunities to concentrate on scholarly pursuits without unwanted distractions and interruptions.

In other words, the campus needed to be neither rural nor urban, but should enjoy some of the best qualities of each. The Berkeley campus was sufficiently close to San Francisco to benefit from the commercial and cultural opportunities provided by what was then the west coast's leading metropolis. On the other hand, the site itself was not even "merely rural." It was, as Olmsted put it, in a "completely rustic and almost uninhabited condition, two small families of farmers only having an established home within half a mile of it. This is its (the site's) chief defect, and the first requirement of a plan for its improvement is that it should present sufficient inducements to the formation of a neighborhood of refined and elegant homes in the immediate vicinity of the principal College buildings."

His task, therefore, was to create not only a campus for classroom and laboratory studies, but also to create a residential community directly adjacent to the campus that would be suitably pleasant, enjoyable, healthful, and tranquil to serve the needs of faculty, staff, and students.

To accomplish this end, Olmsted outlined a number of factors that he considered essential to such a community. Shelter from

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the elements was, of course, a given, but he was also concerned with the role of sunlight and fresh air. It was important, he said, to create "attractive, open-air apartments that could be occupied for hours at a time, with convenience and ease in every respect." Rooms or apartments that met this standard were not mere luxuries, but were actually "indispensable to the preservation of health and cheerfulness." The lack of proper environments for living inevitably led to "languor, dullness of perceptions, nervous debility or distinct nervous diseases."

Private living spaces must be pleasant in themselves, he said, but must also be set into pleasant neighborhoods with adequate and convenient domestic services, and a lack of nuisances (noisy industrial activity, excessive traffic, or "surly, hot-blooded, undisciplined, quarrelsome" neighbors).

After the need for "good neighbors," Olmsted said, the most important requisite of a pleasant neighborhood, "will be found in all cases to be that of good 'out-goings' from the private grounds." Such "outgoings" were essential for the purposes of encouraging social visits, for occasional changes of scene, and for basic freedom of movement beyond the limits of one's private residence.

For this purpose the common roads and walks of the immediate neighborhood must be gentle, safe, and pleasant to use. They should be protected from the heat of the midsummer sun and the fierceness of the wind. Roads and walks should lead to points of public interest and occasionally provide access to views of beautiful or interesting distant scenes.

In adapting these concepts to the proposed college campus in Berkeley, Olmsted pointed out that it would be necessary to overcome the general dryness, the "bleak and open scenery" of the Bay Area's natural landscape. "The borders of the roads should be absolutely neat or even nice; there should be no raw banks or bare neglected looking places.... This in the climate of the locality, implies one of two things, either that the whole roadside be watered daily during several months of the year, or that it is closely lined and draped over with living foliage." He remembered "shady old lanes running through a close and overarching bowery of foliage," and recommended that "such an ideal be fixed before whoever is placed in charge of improvements" for the campus and its adjacent neighborhoods.

Olmsted's street plan for the proposed campus and adjacent community made use of curvilinear streets that followed the natural contours of the land. The campus itself was connected to the residential community by "shaded roads" and "tree-lined lanes" and included a public garden, "a small plaza or village market-place," as well as "a childrens' playground, with a series

of shaded walks and arbors about it."

One of the three main access routes to this campus and community was "a new road which Olmsted thought of as a scenic route connecting Berkeley and Oakland. "This road would be to the southward of, and run parallel with the present Telegraph Road (present day Telegraph Avenue in downtown Oakland) until after it has passed the vicinity of the new Cemetery, (Mountain View Cemetery at the end of present day Piedmont Avenue in Oakland) where it would curve upon a long radius to the left (to the north), and passing to the eastward of some of the lowest foothills, cross the Telegraph road (present day Claremont Avenue) near the foot of the mountains (near the present day Claremont Hotel), and approach Berkeley on a line parallel with the range, passing along the east side of the public garden and reaching the vicinity of the College without entering the village, as shown upon the plan. Such a road would form a drive much more attractive than any now in use out of Oakland, and would lay open a most desirable region for residences all along the foot of the mountains.

This road was "designed to be laid out in such a way as to make the most of the natural features, while preserving their completely sylvan and rural character, being carried with frequent curves in such a way as to make the best use of the picturesque banks of the arroyos and the existing trees upon them. These are sometimes allowed to divide it (the road) into two parts." The plan, thus describes, in part, a divided parkway separated by a planted median.

#### Present Significance

State Historic Landmark 946 recognizes and gives some protection to historical values on the University of California campus, but Gayley Road and Piedmont Avenue (between Hearst Avenue and Dwight Way) was an integral part of Olmsted's original plan for the College of California and is equally deserving of recognition as a State Historical Landmark. The street is unlike any other street in the area and has long been admired for its beauty. Gracious homes were in fact built alongside the street just as Olmsted imagined them, and many of the original homes are still standing and in good condition although adapted to suit current needs for group living accommodations and university institutes. With its graceful curves, large trees, grass and tree-filled center divider, the old street still has an uplifting effect on those who walk or drive along beneath its "bowery of living foliage."

Moreover, the street is the first example of Olmsted's street planning and the only example in California. The process

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of designing Piedmont Avenue gave Olmsted his first opportunity to develop and express his ideas about residential neighborhoods and urban design in general. Those ideas subsequently influenced landscape architecture and city planning in many cities across the nation. Robert Moses, for example, picked up and expressed Olmsted's basic concepts in his designs for the Westchester, Meritt, and New York freeways and parkways.

A small scale plan of the proposed campus and the roadway connections to the south and west still exists (see map "A"), although the large original Olmsted map and some of his more detailed engineering plans have been lost. Olmsted's vision for the present-day Piedmont Avenue parkway with its wide right-of-way following natural contours is shown in the map (see map "B") that was officially adopted by the Board of Trustees of the College of California on May 5, 1868 and filed in the Recorder's Office of Alameda County on May 26, 1868 (ten years before the incorporation of the City of Berkeley). The 1868 map specifically credits Olmsted as the street's designer. (See note on the map itself which states: "laid out by F. L. Olmsted." A later map (see map "C") prepared by the City of Berkeley for "improvements" i.e. grading in 1900, specifically outlines the landscape features of the parkway.

While the small scale map of 1868 does not specifically describe the median strips and circle that exist today, the photographs of Clinton Day which date from the 1880s and 1890s clearly show that a right-of-way wide enough for a parkway median was in place before the present road was "improved" in 1900. Indeed, the photographs even show that a divided road with a planted median existed before the turn of the century.

Olmsted's road was completely unlike the conventional grid pattern of roads that was the norm throughout the late 19th century and early 20th century. During the 1860s, for example, Berkeley's other streets were being laid out on the standard grid pattern with rigid straight line streets. Olmsted's design followed the contours of the sloping topography rather than conforming to an unyielding geometrical pattern.

The tranquil and pleasant parkway that Olmsted envisioned as an integrating factor between an open campus and a gracious yet informal surrounding neighborhood was, in fact, developed between 1870 and 1920 with fine homes just as Olmsted hoped. The part of Piedmont Avenue that is immediately north of Bancroft Way is especially representative of Olmsted's original vision. The median strip features largely native plant material that does not require frequent and extensive irrigation. The six houses that still stand on the west side of Piedmont Avenue are set back from the street and their front gardens blend nicely with the street as a whole. As a result, true to Olmsted's plan, a rather

7.

natural, and somewhat "rural" atmosphere is momentarily felt in spite of the heavy flow of automobile traffic that now occurs daily.

South of Bancroft Way (between Bancroft Way and Dwight Way) some recent landscaping in the medians has been done in a rather contrived manner that does not reflect Olmsted's original intent. Street trees have been lost and not replanted, and there are other signs of neglect. In fact, the parkway as a whole is in need of thoughtful restoration, but Olmsted's principles have survived nevertheless. The boulevard remains distinctive and beautiful.

It should also be noted that the name Piedmont Avenue is an expression of Olmsted's concern for the enrichment of community spirit and democratic values. He advocated that regional qualities be understood and enhanced by names that would reflect the importance of California's Spanish heritage. Thus, "piedmont," meaning "at the foot of the hills," was selected as the name for this street.

Olmsted's plan for the Estate of the College of California was the beginning of his thinking about parks and parkways as connecting links between parts of a city. This idea blossomed later in parks and parkways and community plans for cities throughout the nation. Thus, Piedmont Avenue is today a memorial to America's foremost landscape architect, and a visible reminder of the origin of a seminal concept in American urban design. It clearly deserves recognition as a California Historical Landmark.

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FACTS.

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cont. on attached page

Signature

Date

*Theodore Olmsted*  
October 6, 1988

This form and all related correspondence is to be sent to the State Historical Resources Commission, Post Office Box 2390, Sacramento, California 95811.

An application must be considered solely on its historic or architectural merits and not for commercial gain, political benefits, or other non-historical reasons.

An individual commission member can advise and counsel an applicant, but all applications must be considered by the full commission meeting in regular session.

Bibliography Continued  
Page Two

9.

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PHOTOGRAPHS, PRINTS, AND/OR DRAWINGS  
(Both recent and historic, if available)

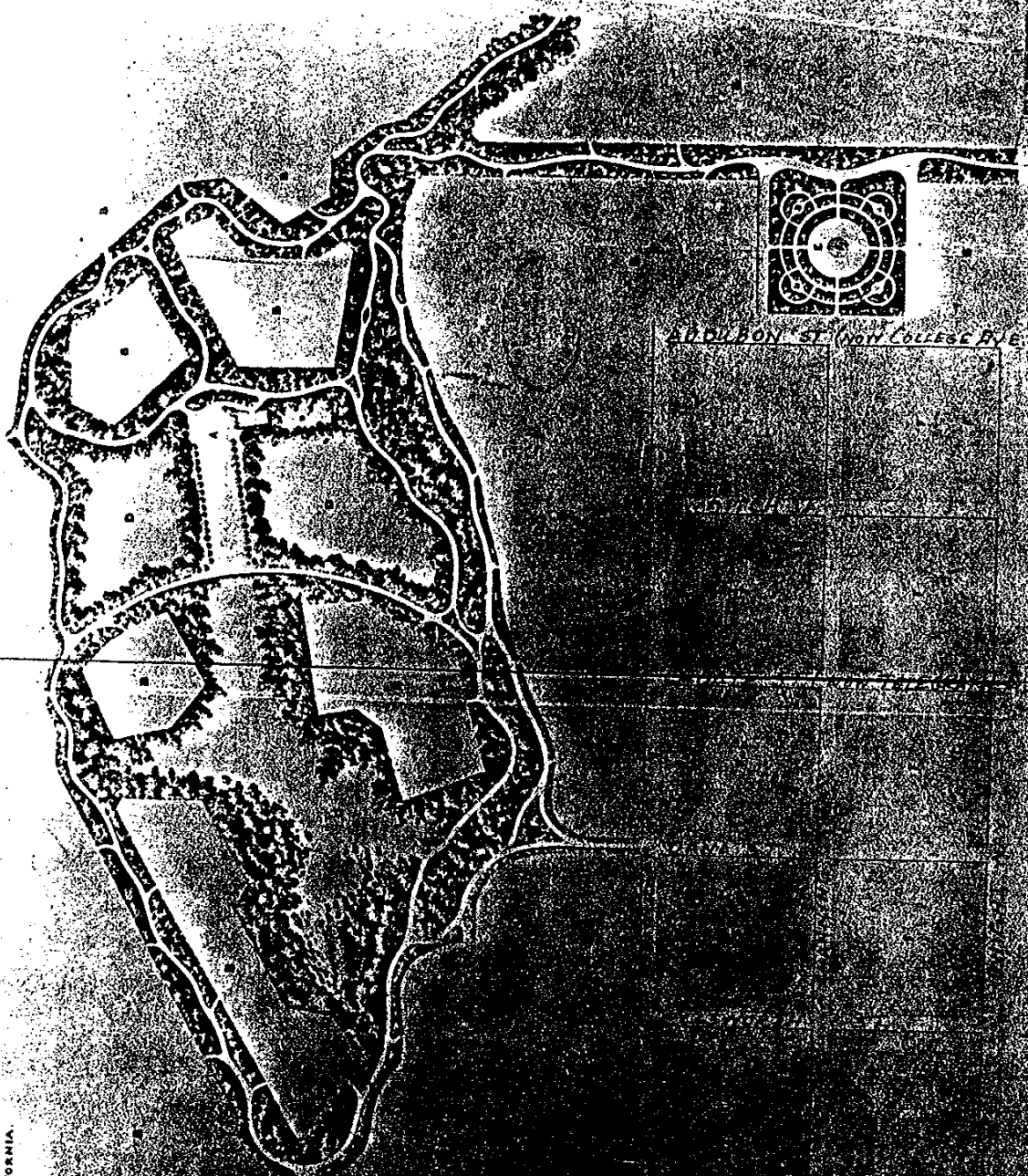
Maps:

- A. Study for laying out the Berkeley Neighborhood including the College of California, by Olmsted, Vaux & Co., 1866.
- B. Map of a Portion of the Berkeley Property... as laid out by F.L.Olmsted, Officially adopted by the Board of Trustees of the College of California, May 3, 1868.
- C. Improvement Map of Piedmont Avenue, circa 1900.
- D. Piedmont Avenue parcel map, 1988

Photographs:

1. Piedmont Avenue looking south, circa 1890.
2. Piedmont Avenue looking east, circa 1890.
3. Piedmont Avenue looking northwest, circa 1895
4. Piedmont Avenue looking northwest, circa 1905.
5. Piedmont Avenue looking southeast, circa 1908.
6. Piedmont Avenue looking northwest, circa 1912.
7. Piedmont Avenue looking north, circa 1915.
8. Piedmont Avenue, two views, circa 1914.
9. Piedmont Avenue looking south, 1988.
10. Piedmont Avenue looking northeast, 1988.
11. Piedmont Avenue looking north, 1988.
12. Piedmont Avenue looking north, 1988.
13. Piedmont Avenue looking northwest, 1988.

STUDY FOR LAYING OUT THE  
**BERKELEY NEIGHBORHOOD**  
INCLUDING THE GROUNDS OF THE  
COLLEGE OF CALIFORNIA.

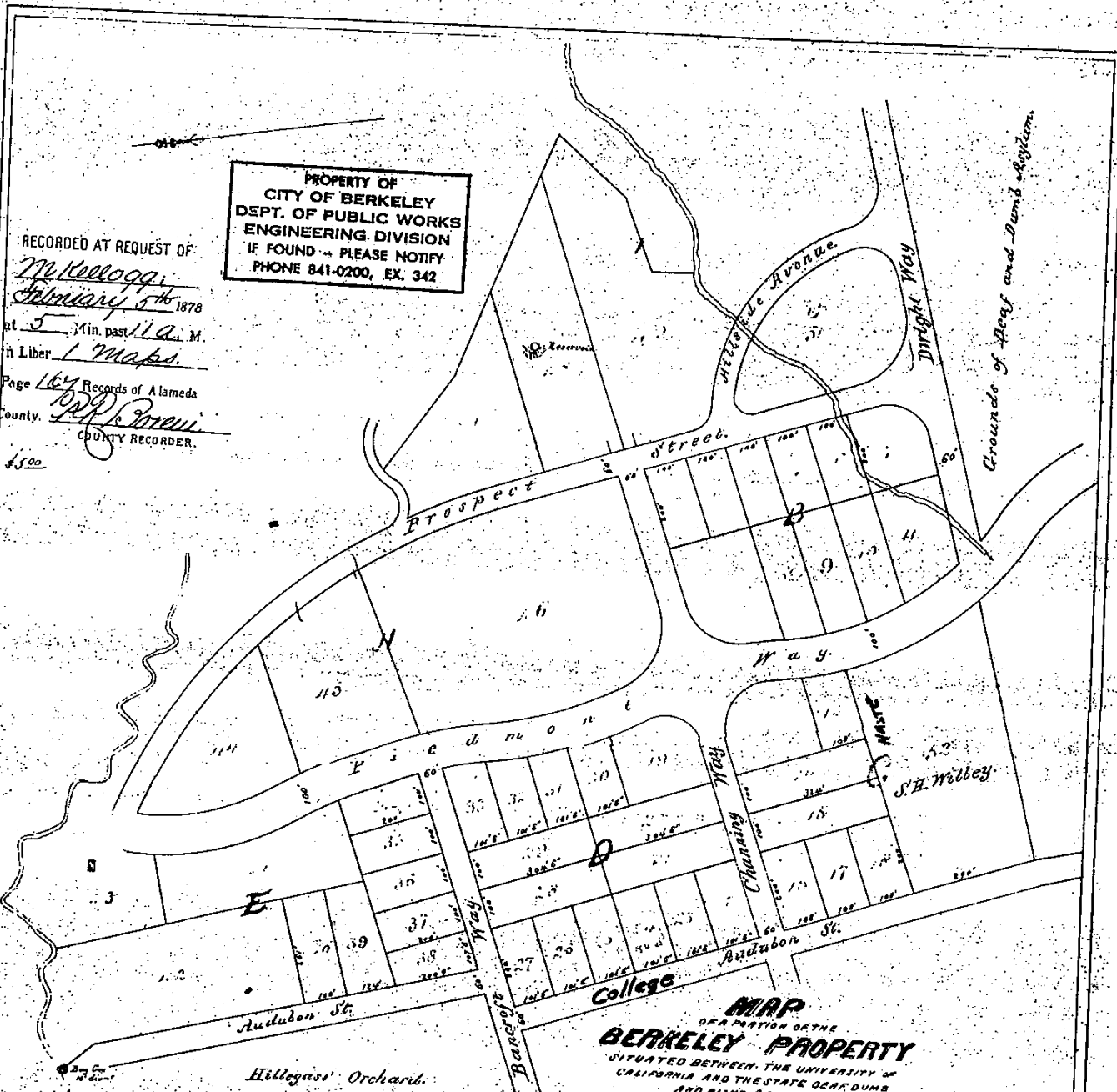


ALFRED HON. ST. (NOW COLLEGE BLVD.)

Berkeley

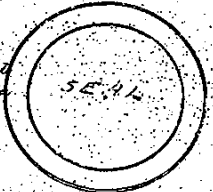
PROPERTY OF  
 CITY OF BERKELEY  
 DEPT. OF PUBLIC WORKS  
 ENGINEERING DIVISION  
 IF FOUND - PLEASE NOTIFY  
 PHONE 841-0200, EX. 342

RECORDED AT REQUEST OF:  
*McKellogg*  
*January 5th* 1878  
 at *5* Min. past *11 A.* M.  
 in Liber *1 Maps.*  
 Page *167* Records of Alameda  
 County. *R.P. Brown*  
 COUNTY RECORDER.  
*\$500*



**MAP**  
 OF A PORTION OF THE  
**BERKELEY PROPERTY**  
 SITUATED BETWEEN THE UNIVERSITY OF  
 CALIFORNIA AND THE STATE DEAF-MUTE  
 AND BLIND ASYLUM.

OAKLAND, ALAMEDA CO.  
 Laid out by AL. OLIVER.  
 Officially adopted by the Board  
 of Trustees of the College of California  
 July 5<sup>th</sup> 1868.  
 SURVEYED MAY 1868  
 W. F. Boardman Co Survs  
 Book 1 Page 167



Filed in the Recorder's Office of Alameda Co.  
 May 26<sup>th</sup> A.D. 1868  
 J.W. Cameron, Recorder  
 By J.W. Trosselyn, Deputy

Frederick Low Chastood  
 100 Central Park N.Y.

Compare date with Co. Rec. Map Book 17 Page 16  
 also 3 3

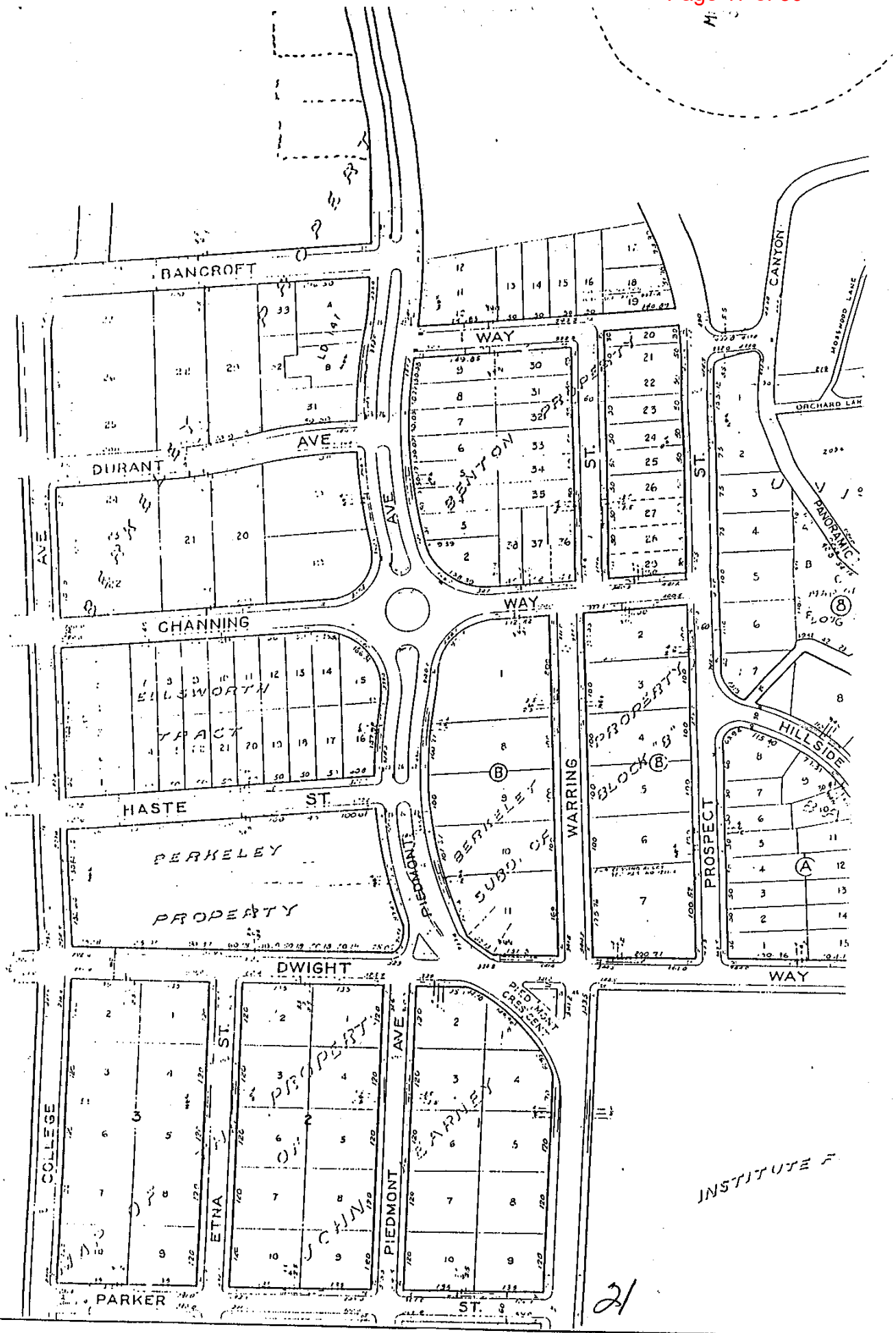
18

Berkeley File

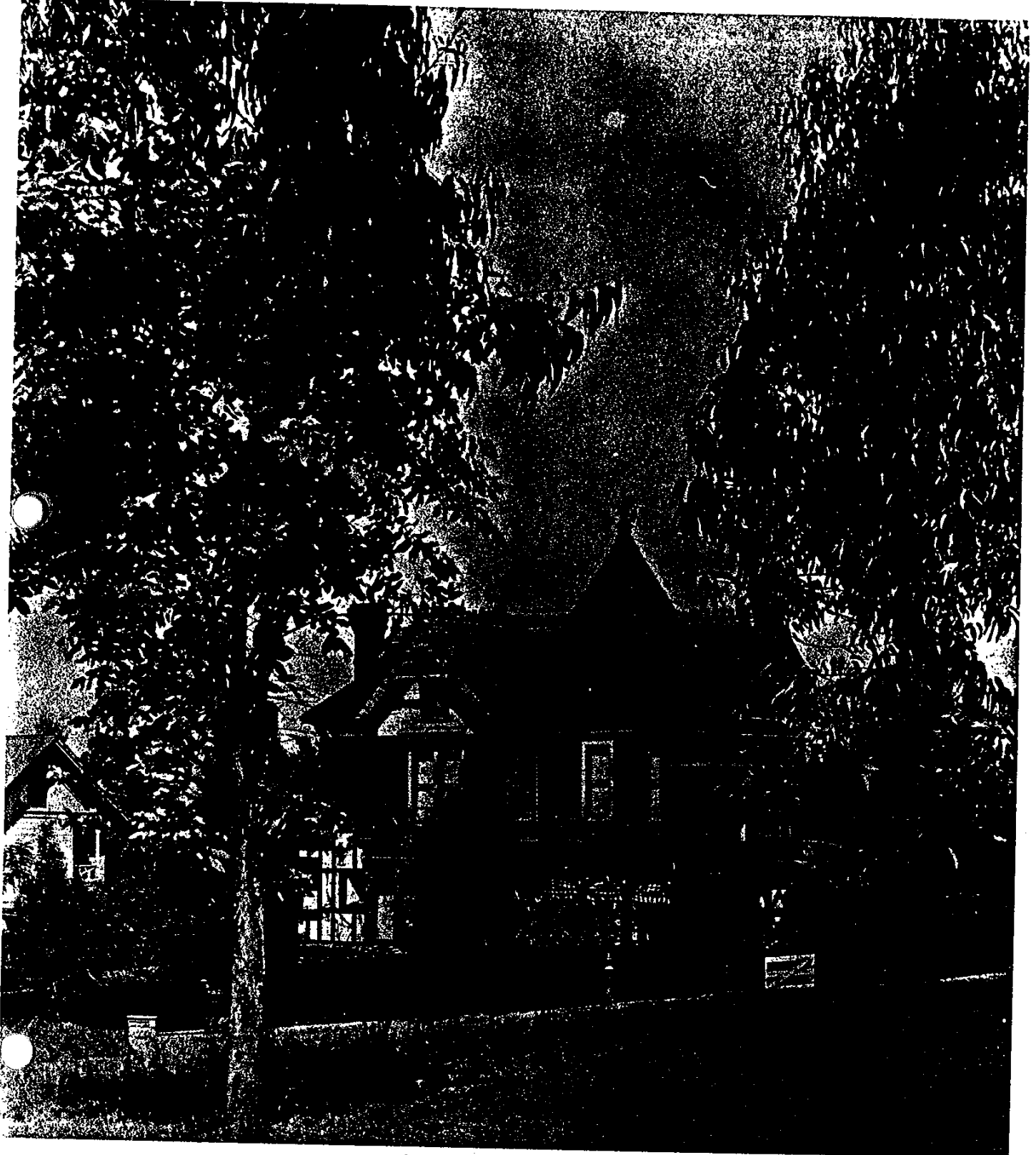




D. PIEDMONT AVENUE PARCEL MAP, City of Berkeley, 1988.

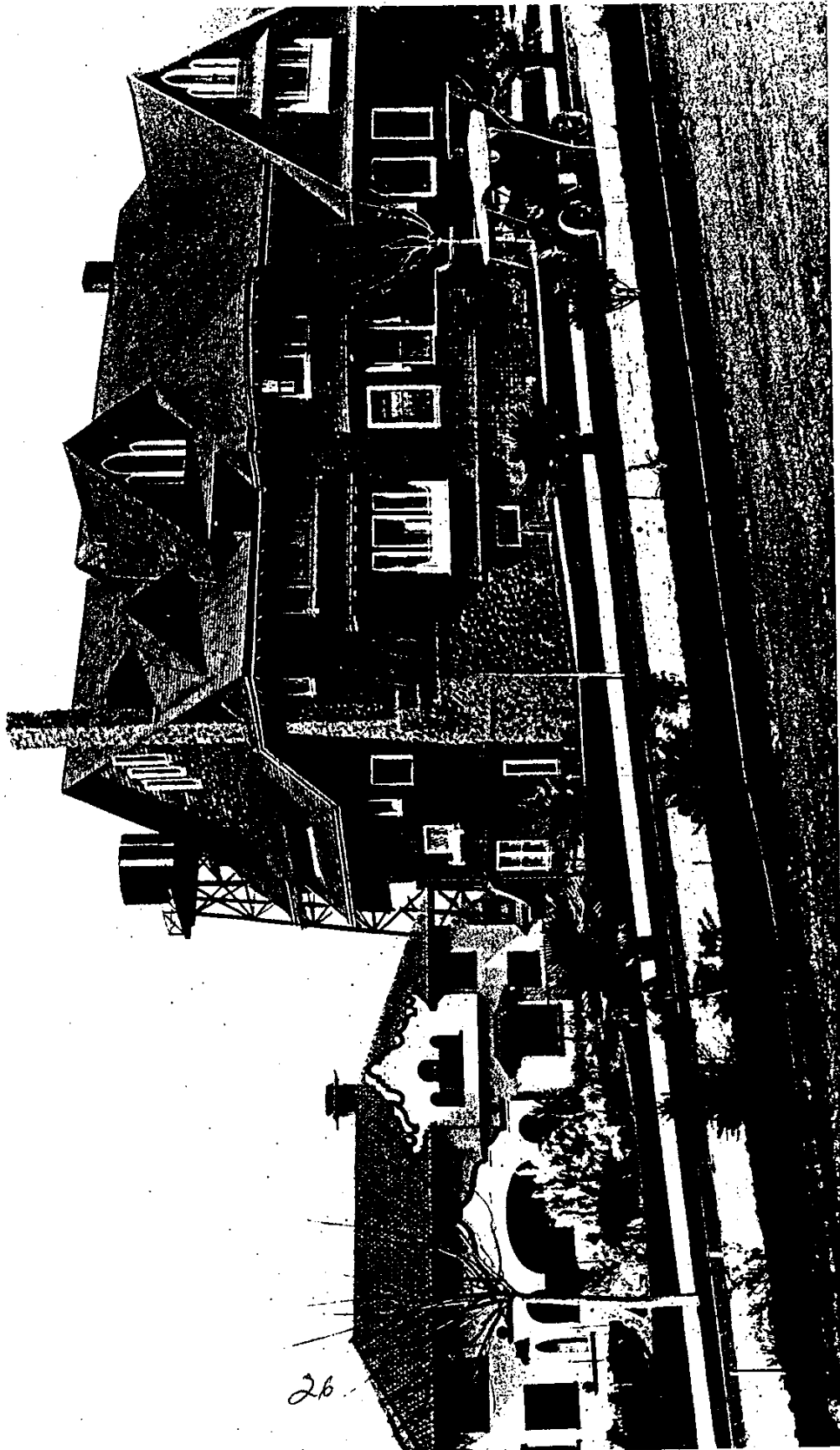






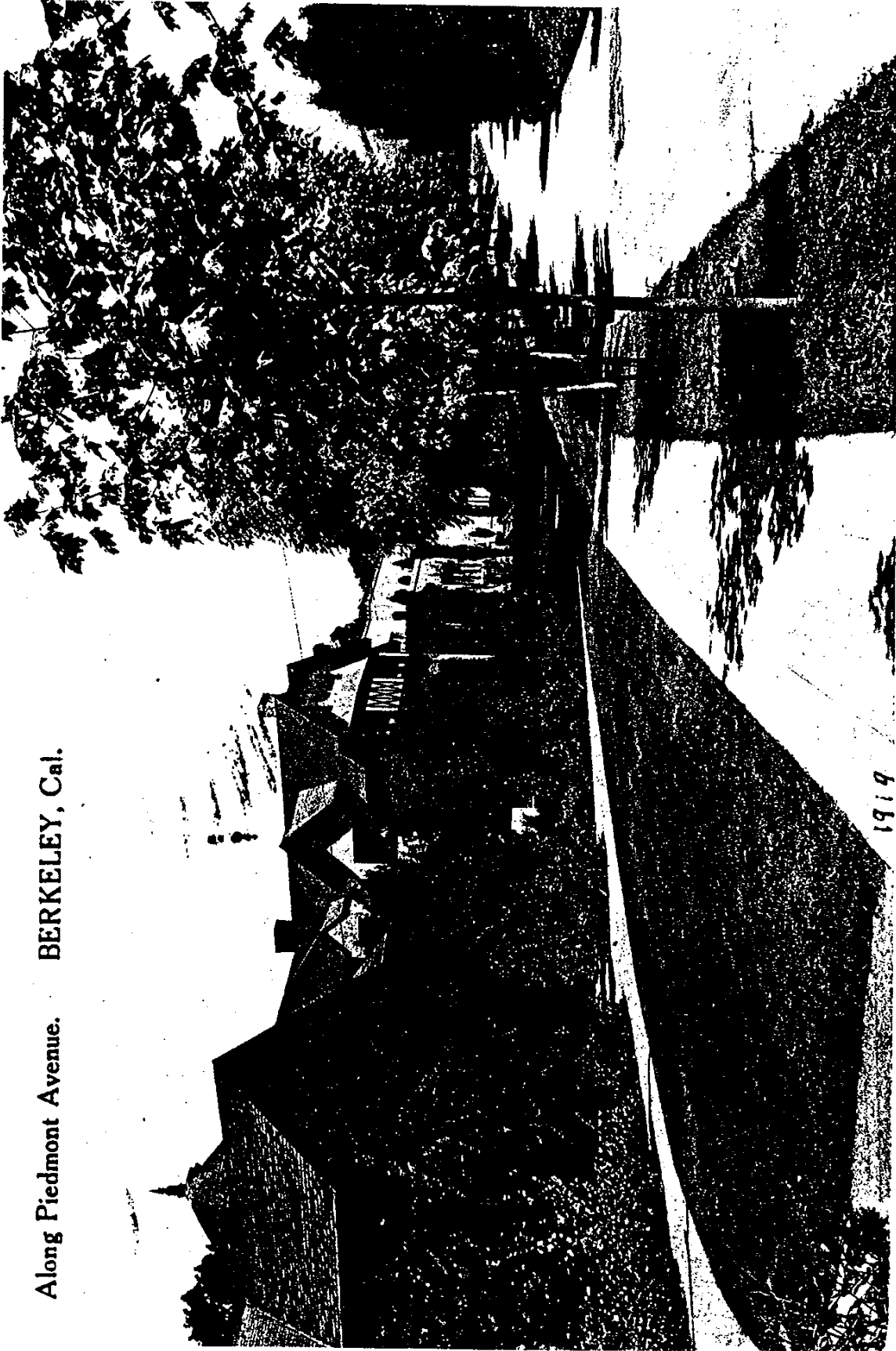




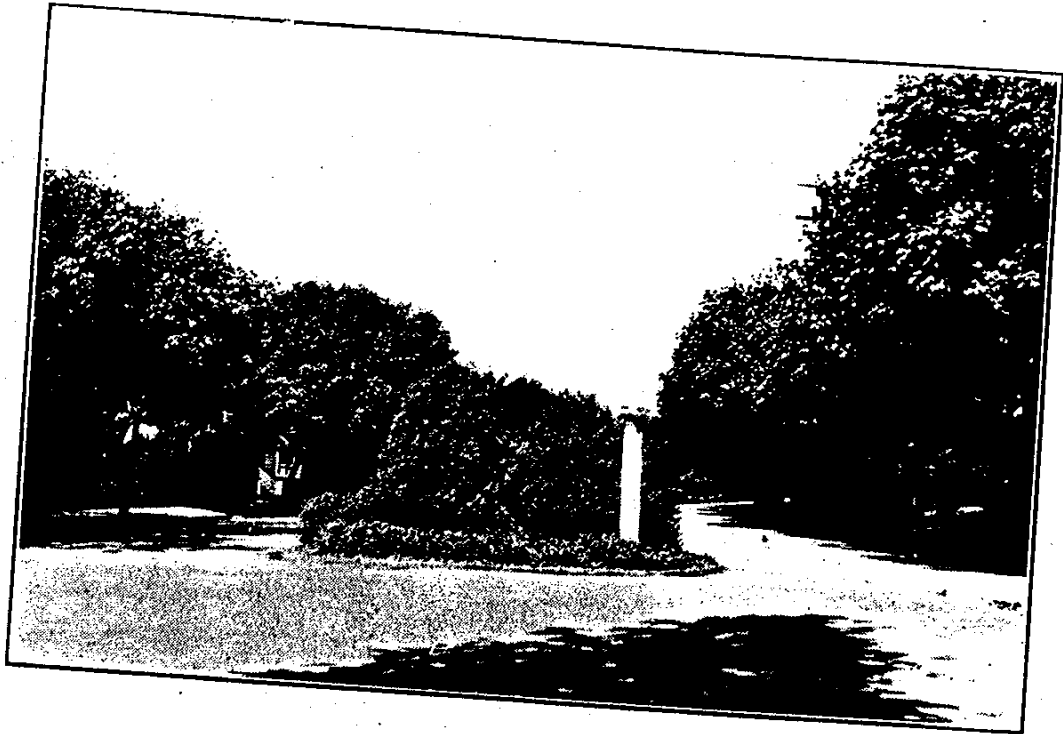


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Along Piedmont Avenue. BERKELEY, Cal.



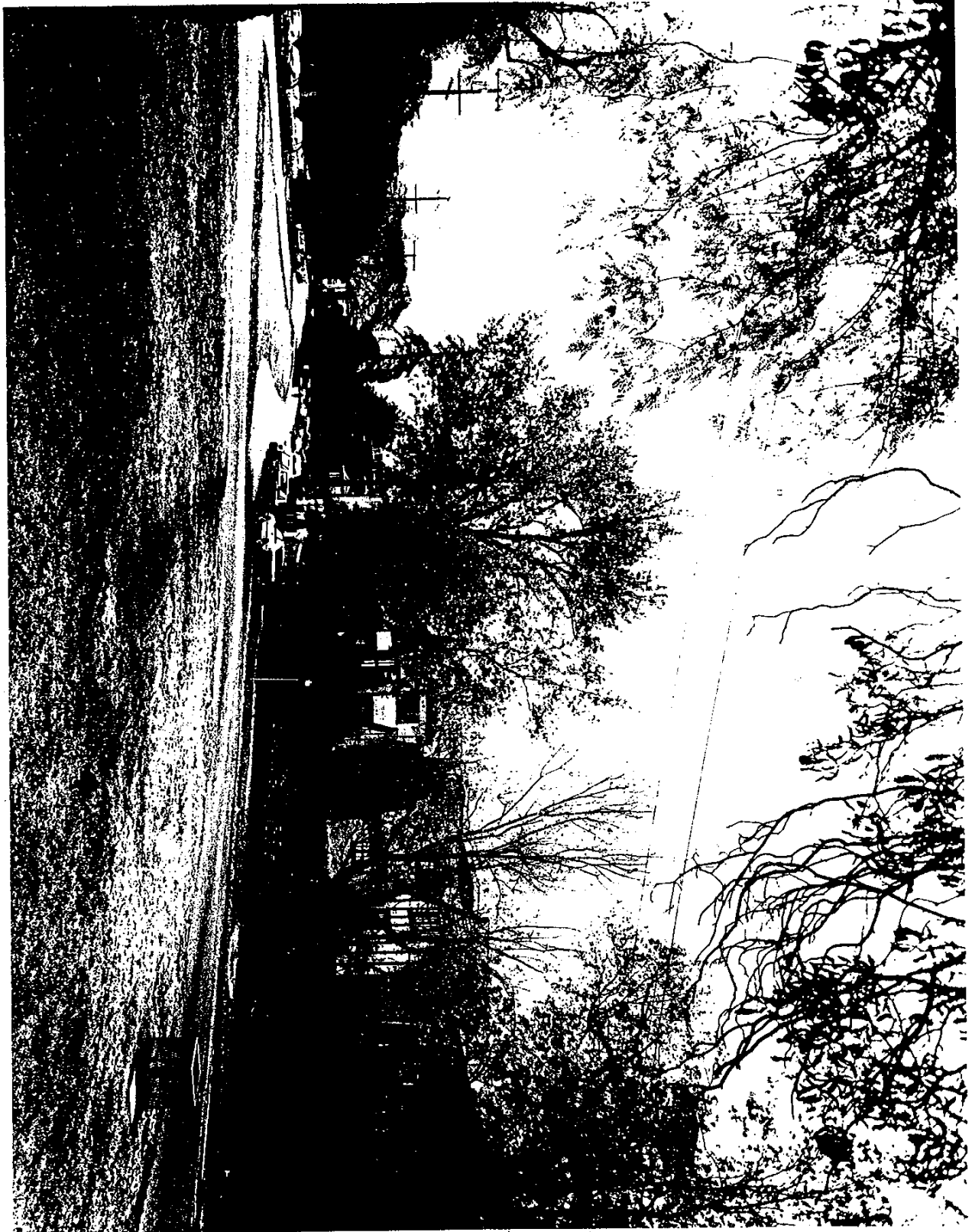
1919

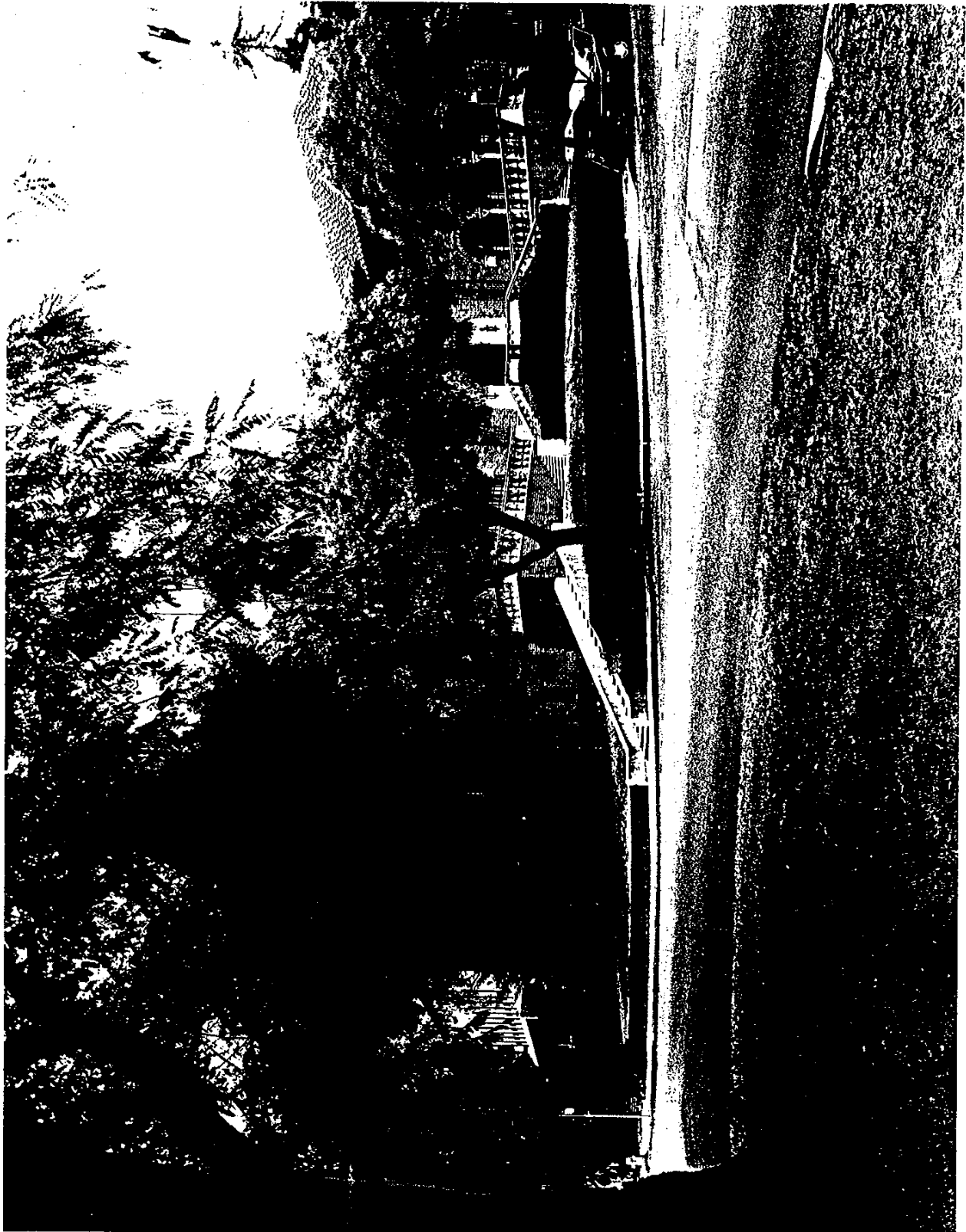


### VIEWS OF PIEDMONT AVENUE

This Berkeley street adjoins the University and owes its beauty to the plan made as far back as 1865 by the elder Olmsted (compare the plan, p. 106). It is a fine example of what Olmsted calls "good outgoings." Note how the roadways to the right and left of the central planting follow different levels, thus taking account of the hillside. The white column is one of the columns marking the Highland Drive. That intelligent effort toward beautification brings rich returns in cold cash is indicated by the fact that Piedmont Avenue, remote as it is from any business center, shows the highest front-foot values for purely residential property in the entire extent of the East Bay cities.

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# City of Berkeley

Landmarks Preservation Commission  
Martin Luther King, Jr.  
Civic Center Building  
2180 Milvia Street  
Berkeley, California 94704  
Telecommunications Device for the Deaf (415) 644-6915



(415) 644-6570  
**CITY OF BERKELEY**

## NOTICE OF DECISION

FOR MEETING OF: February 22, 1990

PROPERTY ADDRESS: Piedmont Avenue Public Right of Way (between Gayley Road and Dwight Way)

Also Known As: Piedmont Way

OWNER OF PROPERTY: City of Berkeley c/o Public Works Department

2180 Milvia Street Berkeley, CA 94704

APPLICANT: Landmarks Preservation Commission

2180 Milvia Street Berkeley, CA 94704

WHEREAS, a public hearing has been duly and regularly held upon the above property, and the Landmarks Preservation Commission, being fully advised, has voted to APPROVE the following application:

It was MSC (Jones/Gordon) that the Landmarks Preservation Commission designate Piedmont Avenue (between Gayley Road and Dwight Way), historically known as Piedmont Way, a City of Berkeley landmark in recognition of the streets significance as Frederick Law Olmsted's first residential street and the only residential street designed by Olmsted in California, a street which has served as an inspiration for architectural quality in the early part of the century. Further, the Commission finds that the designation will further the preservation of a designated State Historic landmark due to the permit review provisions of the Landmarks Preservation Ordinance.

Motion Carried: Ayes: Cerny, Gordon, Jones, Marsh, Roha; Nay: -; Abstain: -; Absent: Aroner, Bright, Kusmierski.

NOW, THEREFORE, BE it Resolved by the Landmarks Preservation Commission of the City of Berkeley that the decision is deemed final unless it is reversed, upon appeal, by the Council of the City of Berkeley.

DATE NOTICE MAILED: 3-5-90 THE APPEAL PERIOD EXPIRES AT 5 PM: 3-20-90  
FILE APPEAL WITH CITY CLERK BY THIS DATE

cc: City Clerk  
Codes and Inspection

ATTEST:

Mark Paez, Secretary

## PHOTOGRAPHS OF THE FRONT OF INTERNATIONAL HOUSE IN PAST ERAS

Presented here are several postcard views of the front of International House showing the original or early conditions and configuration of the entrance stairways and plazas, the landscaping, and the relationship to public street / Piedmont Avenue. Most of these postcards are undated but the first one was mailed in 1936, within six years of I-House opening, so it most likely shows original conditions. The others all most likely date no later than the 1950s.



