



Public Works Engineering Division

MEMORANDUM

Date: October 5, 2023

To: Landmarks Preservation Commission

From: Terrence Salonga, P.E., Associate Civil Engineer, Department of Public Works

Subject: **Piedmont Pedestrian Safety Improvements – Request for Courtesy Review of proposed work within the City Landmark Olmsted Landscape Design**

Current Situation

Public Works is planning improvements on the traffic circle at Piedmont Avenue and Channing Way, and is seeking a courtesy review regarding the potential impacts to a historic resource. The project aims to improve pedestrian safety by upgrading signage and striping, and installing curbed medians and pedestrian island refuges at all four quadrants of the traffic circle. The proposed improvement plan is included in Attachment 1 and an illustrated version of the site plan is Attachment 2.

Background

Piedmont Avenue Parkway, between the transition to Gayley Road on the north and the intersection with Dwight Way on the south, is a feature which received City of Berkeley Landmark designation status in 1990 (No. 126). The curvilinear design of the street layout is attributed to landscape architect Fredrick Law Olmsted. The designation Notice of Decision is provided as Attachment 4. The proposed project design will not alter the curvilinear nature of Piedmont Ave, which is considered a character-defining feature of its Landmark designation.

The scope of work for the proposed project is located entirely in the public right-of-way, so it does not require any City permits. Pursuant to Berkeley Municipal Code §3.24.310, the Commission may render advice and guidance with respect to any work not requiring a City permit on a designated landmark site or in a designated historic district. Additionally, the plans have been through the internal review process, including a review for emergency vehicle access by the Berkeley Fire Department. This work is also categorically exempt from CEQA as a pedestrian safety project.

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October 5, 2023
Re: Piedmont Pedestrian Safety Improvements – Request for Courtesy Review

Currently, the intersection at Piedmont Avenue and Channing Way presents two primary concerns for pedestrians due to its design as a roundabout. First, the crosswalks expose pedestrians to traffic for extended periods about 60 to 70 feet on the east and west sides and 120 to 130 feet on the north and south sides. Second, the crosswalks along Piedmont Ave. are close to active traffic lanes, offering only about 15 feet of clearance from the curb's face to the crosswalk's edge. The lack of stop control or signalization means drivers rely on their judgment to yield, potentially leading to increased risk for pedestrians.

Project Rationale

Introducing curbed medians, pedestrian island refuges, updated signage, and additional striping aims to address these safety concerns effectively. By reducing the unprotected distance pedestrians must traverse, these enhancements provide a safer environment for crossing. The vertical barriers offered by the curbed medians and the low-profile lane delineators act as dual-purpose safety elements: deterring vehicles from drifting into the crosswalk, and naturally prompting drivers to mind their speed around the traffic circle. Advanced yield striping and signage provide drivers with early warning for potential pedestrian crossings. Portions of curb at the existing north and south medians will be reconstructed with minimally altered curvature in order to accommodate the new abutting pedestrian island refuges and maintain positive surface drainage; however, the materials of the curbs themselves are not of historically significance as they were replaced in their entirety in 2006. Collectively, these modifications substantially improve the safety and functionality of the intersection for pedestrians and drivers, keeping the Landmark characteristics of Piedmont Avenue intact.

Next Steps

The project is in the final design phase and targets construction in early 2024. **At this time, Public Works is seeking input from the Landmarks Preservation Commission regarding the potential of the proposed project to cause any adverse impacts on the historic resource.** We welcome any questions or feedback you may have and are committed to working closely with the Landmark Preservation Commission to ensure this essential safety project meets the standards that our community values while protecting the City Landmark.

Thank you for your time and consideration.

Attachments:

1. Piedmont Circle Traffic Calming Improvement Plans
2. Illustrated Site Plan
3. Photo renderings and product specifications
4. Piedmont Avenue Landmark Designation Record

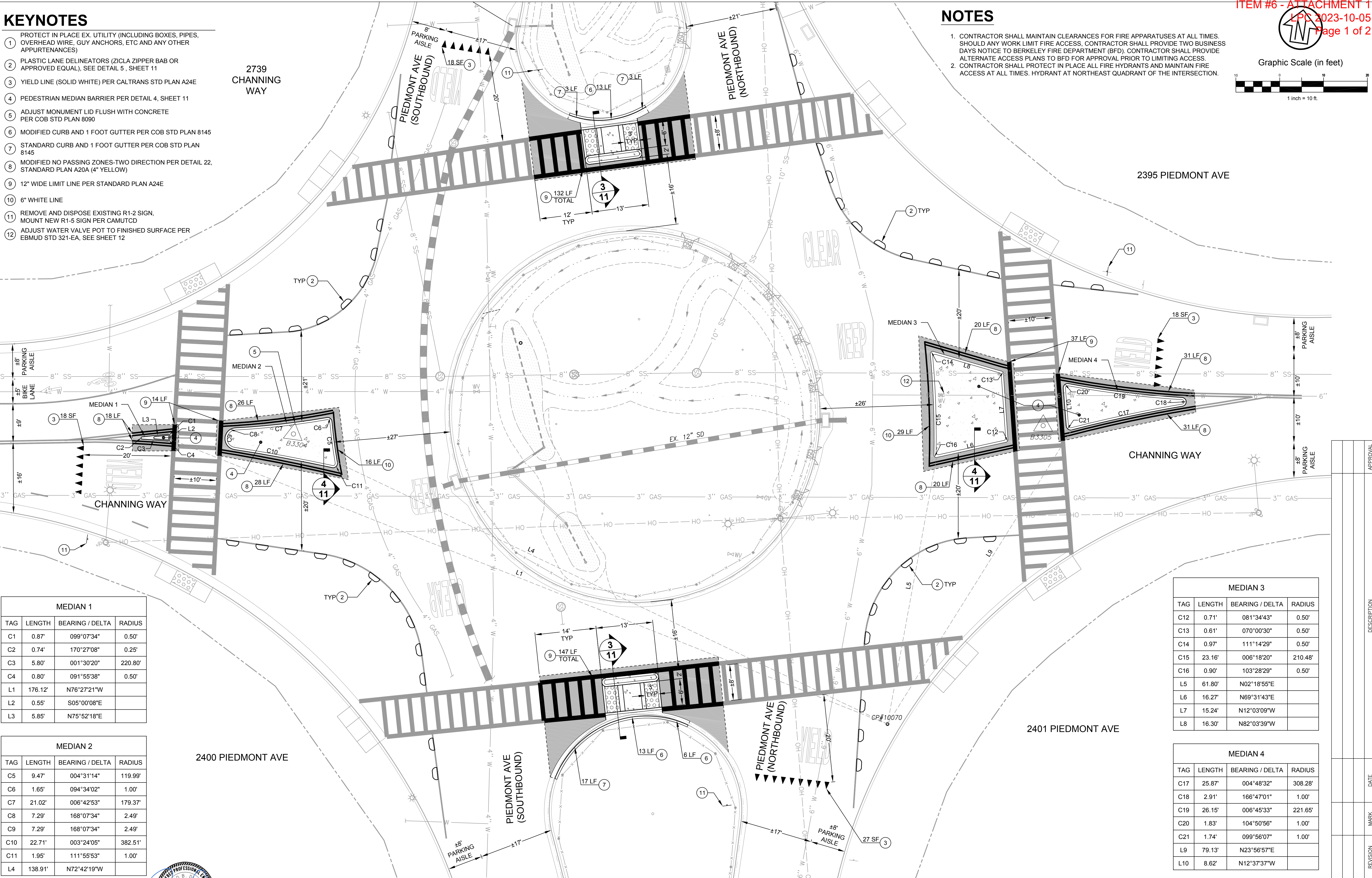
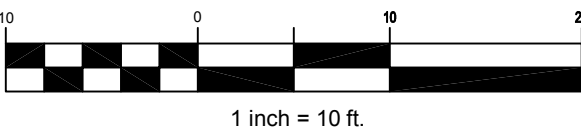
KEYNOTES

- 1 PROTECT IN PLACE EX. UTILITY (INCLUDING BOXES, PIPES, OVERHEAD WIRE, GUY ANCHORS, ETC AND ANY OTHER APPURTENANCES)
- 2 PLASTIC LANE DELINEATORS (ZICLA ZIPPER BAB OR APPROVED EQUAL), SEE DETAIL 5, SHEET 11
- 3 YIELD LINE (SOLID WHITE) PER CALTRANS STD PLAN A24E
- 4 PEDESTRIAN MEDIAN BARRIER PER DETAIL 4, SHEET 11
- 5 ADJUST MONUMENT LID FLUSH WITH CONCRETE PER COB STD PLAN 8090
- 6 MODIFIED CURB AND 1 FOOT GUTTER PER COB STD PLAN 8145
- 7 STANDARD CURB AND 1 FOOT GUTTER PER COB STD PLAN 8145
- 8 MODIFIED NO PASSING ZONES-TWO DIRECTION PER DETAIL 22, STANDARD PLAN A20A (4" YELLOW)
- 9 12" WIDE LIMIT LINE PER STANDARD PLAN A24E
- 10 6" WHITE LINE
- 11 REMOVE AND DISPOSE EXISTING R1-2 SIGN, MOUNT NEW R1-5 SIGN PER CAMUTCD
- 12 ADJUST WATER VALVE POT TO FINISHED SURFACE PER EBMUD STD 321-EA, SEE SHEET 12

NOTES

1. CONTRACTOR SHALL MAINTAIN CLEARANCES FOR FIRE APPARATUS AT ALL TIMES. SHOULD ANY WORK LIMIT FIRE ACCESS, CONTRACTOR SHALL PROVIDE TWO BUSINESS DAYS NOTICE TO BERKELEY FIRE DEPARTMENT (BFD). CONTRACTOR SHALL PROVIDE ALTERNATE ACCESS PLANS TO BFD FOR APPROVAL PRIOR TO LIMITING ACCESS.
2. CONTRACTOR SHALL PROTECT IN PLACE ALL FIRE HYDRANTS AND MAINTAIN FIRE ACCESS AT ALL TIMES. HYDRANT AT NORTHEAST QUADRANT OF THE INTERSECTION.

Graphic Scale (in feet)



MEDIAN 1			
TAG	LENGTH	BEARING / DELTA	RADIUS
C1	0.87'	099°07'34"	0.50'
C2	0.74'	170°27'08"	0.25'
C3	5.80'	001°30'20"	220.80'
C4	0.80'	091°55'38"	0.50'
L1	176.12'	N76°27'21"W	
L2	0.55'	S05°00'08"E	
L3	5.85'	N75°52'18"E	

MEDIAN 2			
TAG	LENGTH	BEARING / DELTA	RADIUS
C5	9.47'	004°31'14"	119.99'
C6	1.65'	094°34'02"	1.00'
C7	21.02'	006°42'53"	179.37'
C8	7.29'	168°07'34"	2.49'
C9	7.29'	168°07'34"	2.49'
C10	22.71'	003°24'05"	382.51'
C11	1.95'	111°55'53"	1.00'
L4	138.91'	N72°42'19"W	

MEDIAN 3			
TAG	LENGTH	BEARING / DELTA	RADIUS
C12	0.71'	081°34'43"	0.50'
C13	0.61'	070°00'30"	0.50'
C14	0.97'	111°14'29"	0.50'
C15	23.16'	006°18'20"	210.48'
C16	0.90'	103°28'29"	0.50'
L5	61.80'	N02°18'55"E	
L6	16.27'	N69°31'43"E	
L7	15.24'	N12°03'09"W	
L8	16.30'	N82°03'39"W	

MEDIAN 4			
TAG	LENGTH	BEARING / DELTA	RADIUS
C17	25.87'	004°48'32"	308.28'
C18	2.91'	166°47'01"	1.00'
C19	26.15'	006°45'33"	221.65'
C20	1.83'	104°50'56"	1.00'
C21	1.74'	099°56'07"	1.00'
L9	79.13'	N23°56'57"E	
L10	8.62'	N12°37'37"W	



CSW ST2
CSW/Stuber-Stroeh
Engineering Group, Inc.
121 Park Place
Richmond, CA 94801
tel: 415.883.9850
fax: 415.883.9835
http://www.cswst2.com

PROJECT MANAGER: _____ DATE _____

DEPICTION OF MONUMENTS: _____ DATE _____

SURVEY CHIEF OF PARTY _____ DATE _____

WATERSHED REVIEW: _____ DATE _____

FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES

SUBMITTED: _____ DATE _____

SUPERVISING ENGINEER _____ DATE _____

APPROVED: _____ DATE _____

CITY ENGINEER _____ DATE _____

DESIGN _____ JD _____

DRAWN _____ DC _____

CHECK _____ JD _____

AS BUILT _____ DATE 9/22/2023

HORIZ. _____

VERT. _____

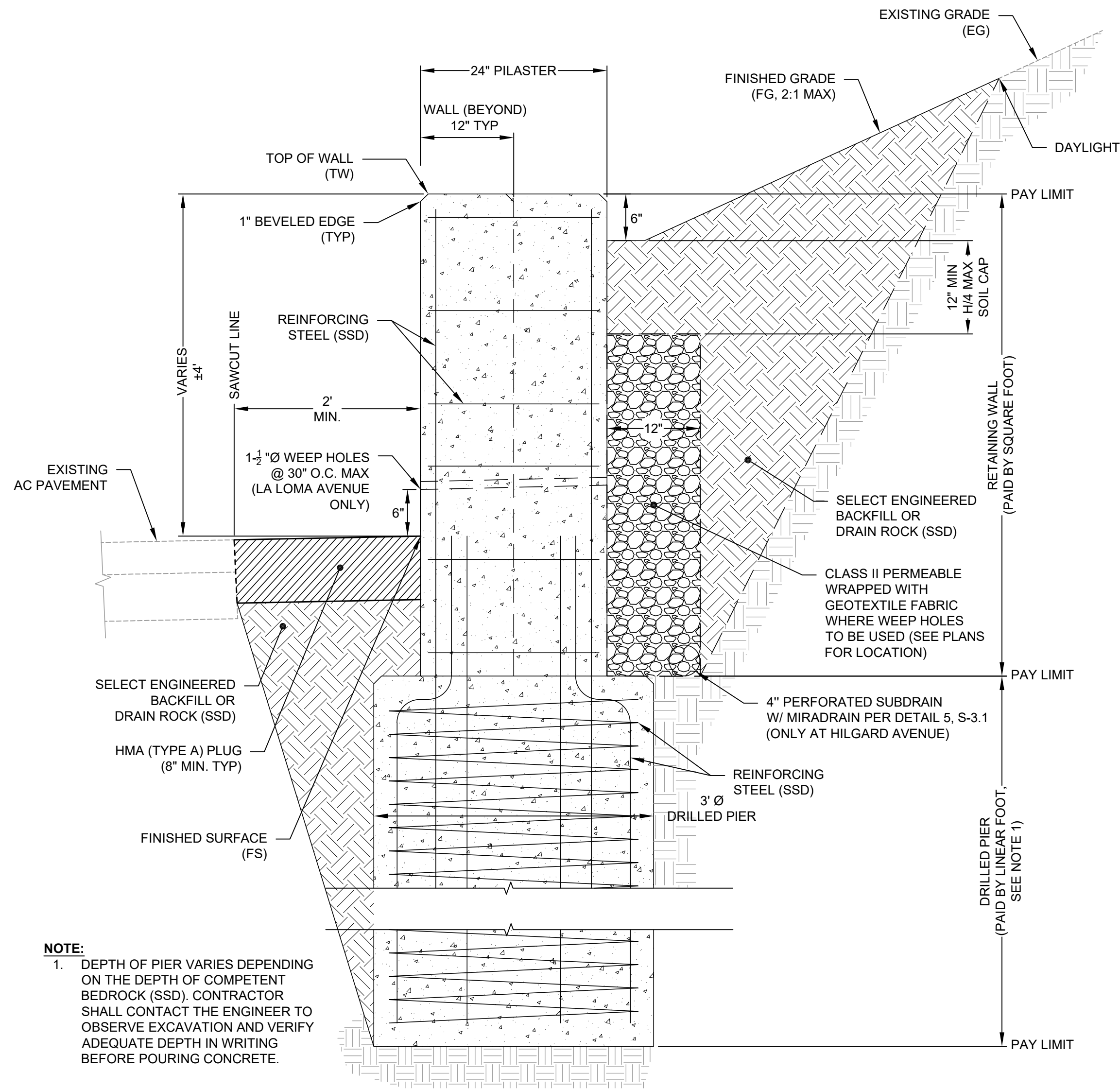
BOOK _____

DATE 9/22/2023

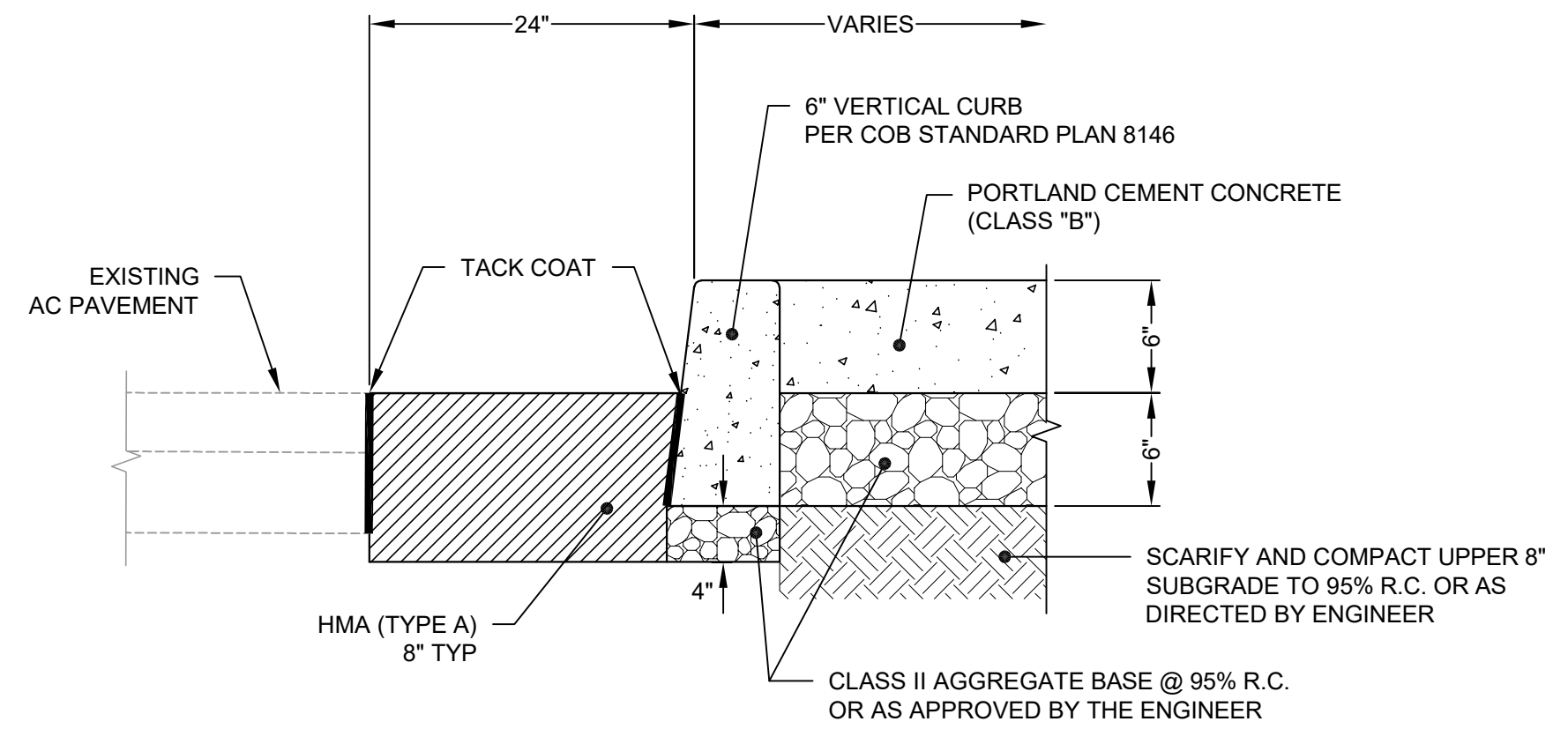
CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

FY 2023 RETAINING WALL AND
STORM DRAIN IMPROVEMENT PROJECT
IMPROVEMENT PLAN
PIEDMONT CIRCLE TRAFFIC CALMING
HORIZONTAL CONTROL

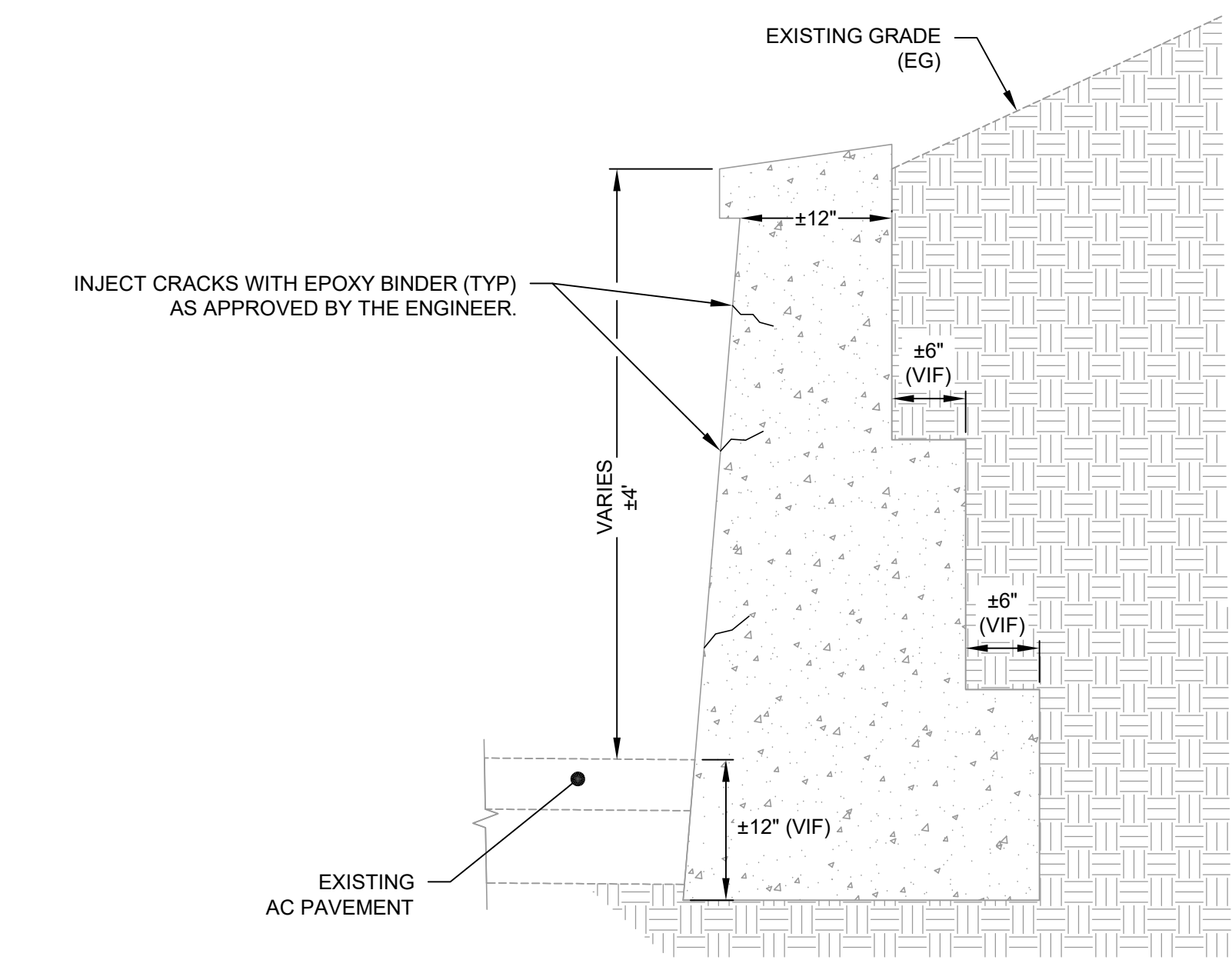
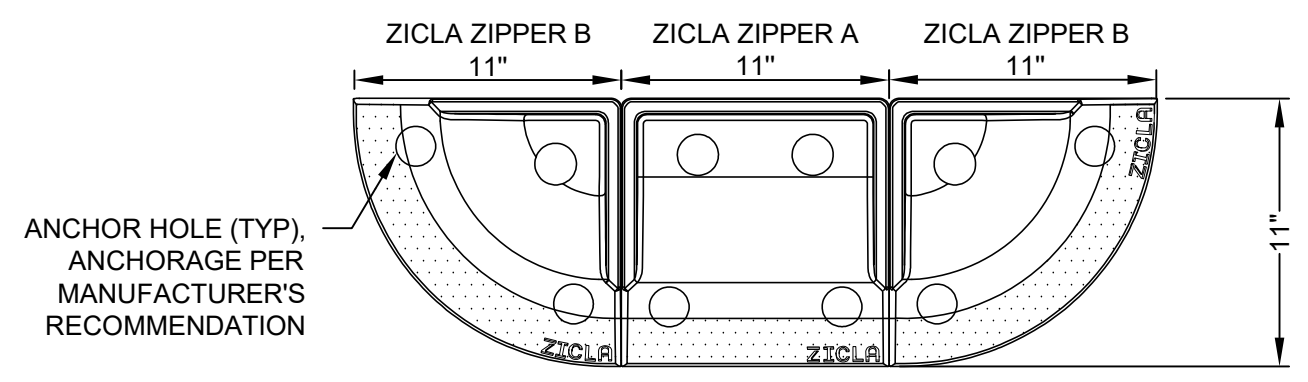
PLAN 8278
FILE 503-636
C1.4
SHEET 7 OF 19



3 SECTION DETAIL
SCALE: 1" = 1'

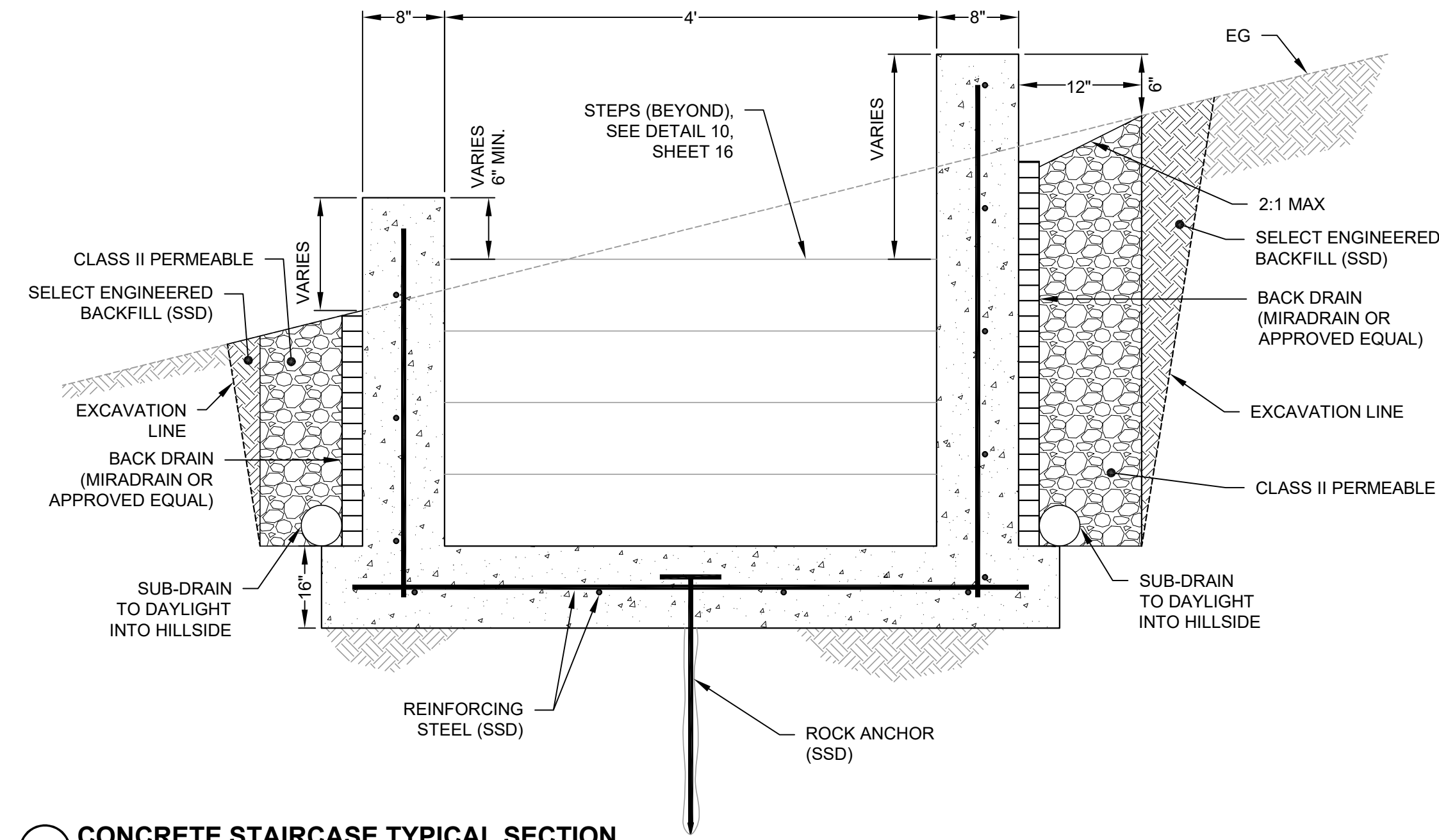


5 ZICLA ZIPPER BAB DETAIL
SCALE: NTS

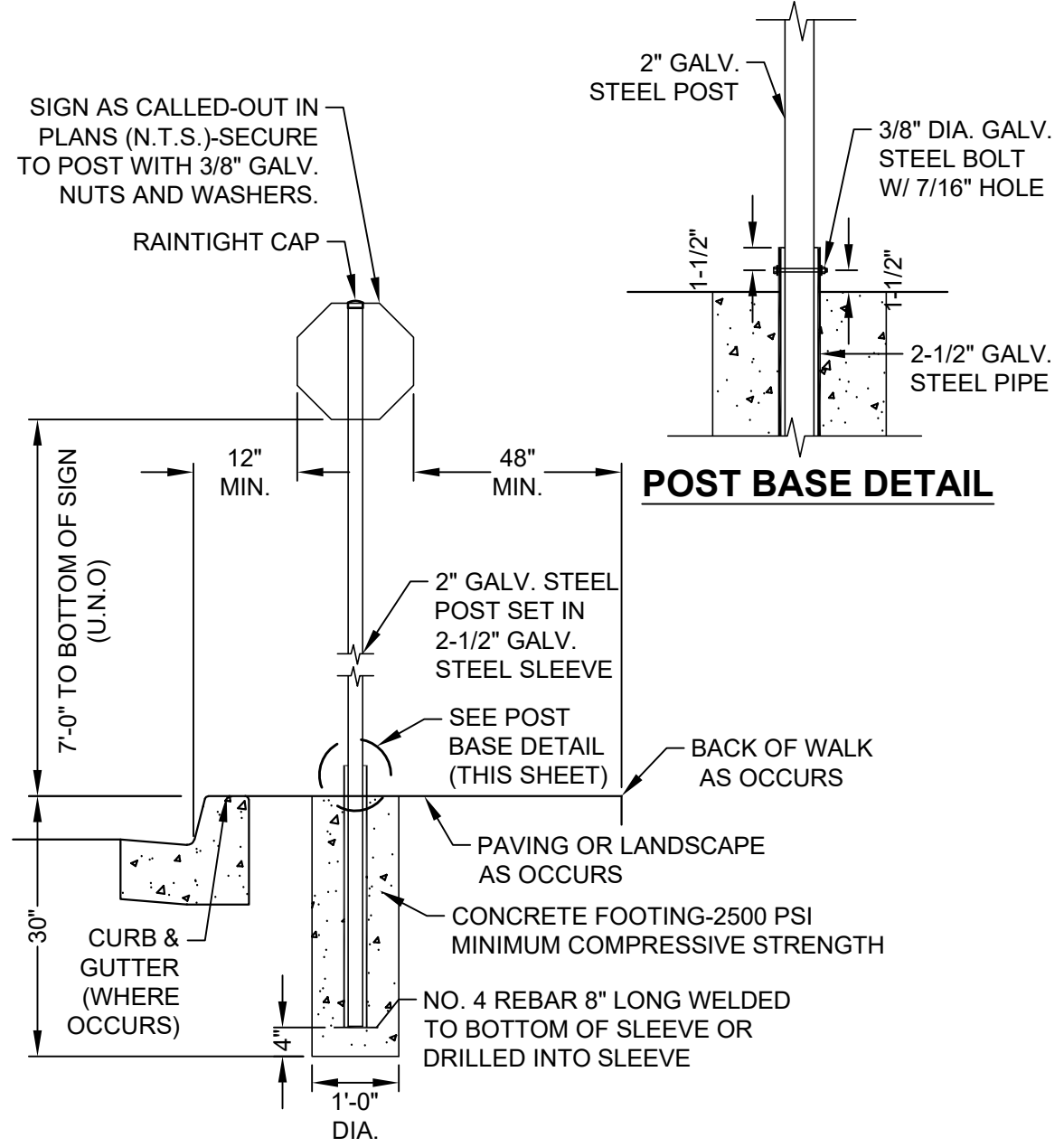


NOTE:
1. FOOTING IS SCHEMATICALLY SHOWN FOR REFERENCE ONLY AND IS BASED ON AVAILABLE RECORD DATA. CONTRACTOR SHALL FIELD DETERMINE DEPTH AND EXTENTS OF FOOTING FOR POTENTIAL CONFLICTS WITH NEW RETAINING WALL.

6 CONCRETE STAIRCASE TYPICAL SECTION
SCALE: 1" = 1'



7 TRAFFIC SIGN INSTALLATION DETAIL
SCALE: 1" = 2'



CSW | ST2
CSW/Stuber-Stroeh Engineering Group, Inc.
121 Park Place
Richmond, CA 94801
tel: 415.883.9850
fax: 415.883.9835
http://www.cswst2.com

PROJECT MANAGER: _____ DATE _____
DEPICTION OF MONUMENTS: _____ DATE _____
SURVEY CHIEF OF PARTY: _____
WATERSHED REVIEW: _____ DATE _____
FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES

SUBMITTED: _____ DATE _____
SUPERVISING ENGINEER: _____
APPROVED: _____
CITY ENGINEER: _____

DESIGN: _____ JD _____
DRAWN: _____ DC _____
CHECK: _____ JD _____
AS BUILT: _____
HORIZ. AS NOTED
VERT. _____
BOOK _____
DATE 9/22/2023

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS

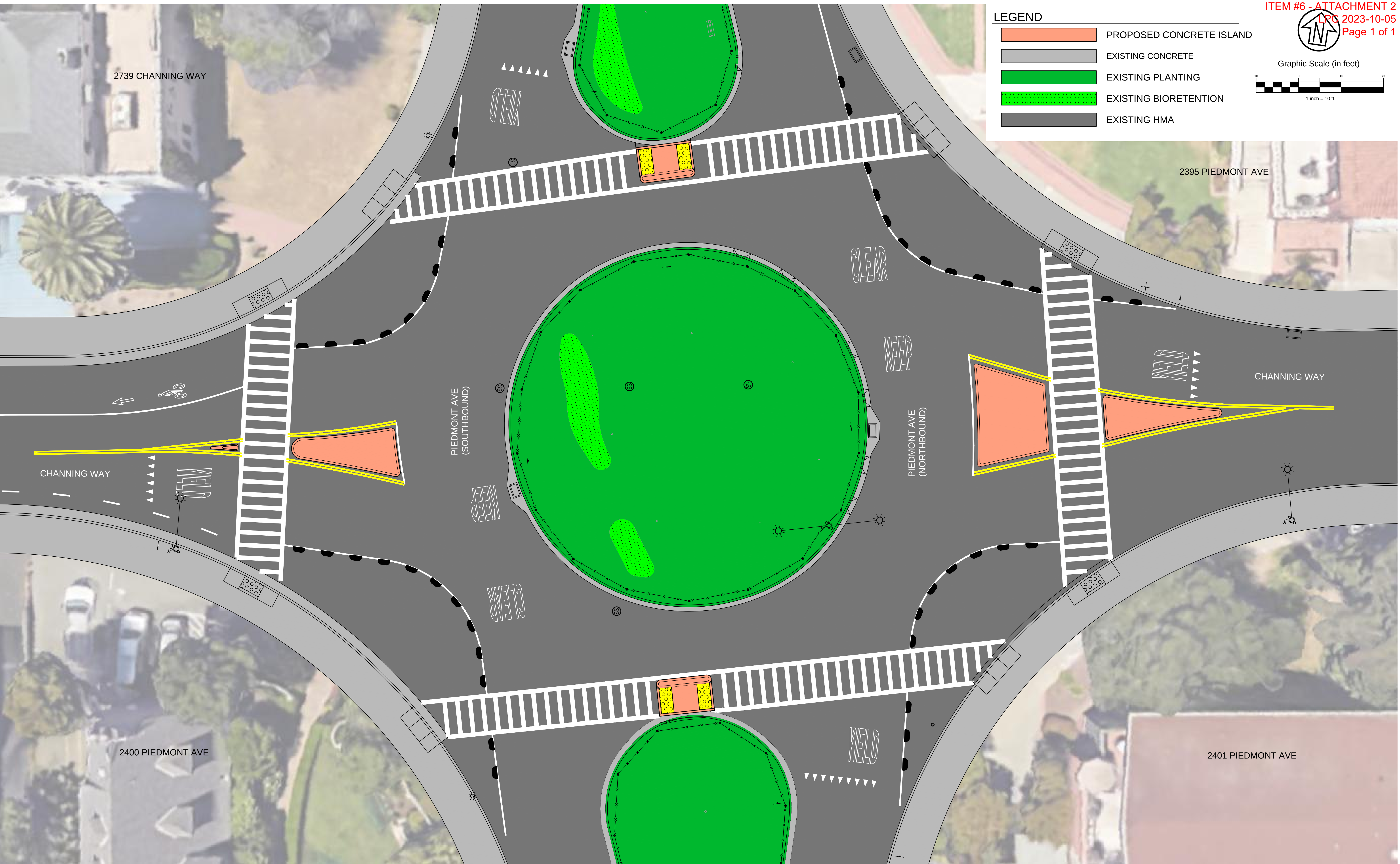
FY 2023 RETAINING WALL AND STORM DRAIN IMPROVEMENT PROJECT
TYPICAL SECTIONS

PLAN 8278
FILE 503-636
C2.0
SHEET 11 OF 19

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

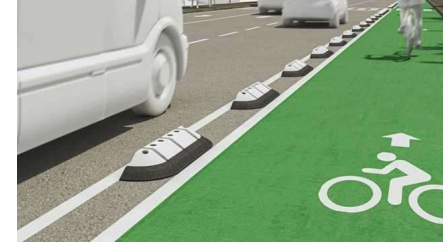


LEGEND	
	PROPOSED CONCRETE ISLAND
	EXISTING CONCRETE
	EXISTING PLANTING
	EXISTING BIORETENTION
	EXISTING HMA





Existing Condition at Piedmont Crosswalk (North)



Low Profile Delineators (aka ZICLA Zippers)



Island Refuge Example (not in Berkeley)



Existing Condition at Channing Crosswalk (West)



Island Refuge Example (Sacramento St at University Dr)

DRAFT

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

Item ~~7B~~ 7B
126
CURRENT PLANNING
FEB 16 1990

1. Street address Piedmont Avenue, btw. Dwight & Gayley zip code 94704
County Alameda City Berkeley
2. Assessors Parcel Number: Block # _____ Lot # _____
Dimensions: _____ x _____ irregular _____
Cross street _____ Location Map: _____
MAP
See attached.
3. Is property on any survey? Neighborhood _____
State Inventory X National Register _____
State Historic Landmark X # 986 on States list
4. Application for Landmark includes:
a. Building (s) _____ gardens _____ Other features _____
b. Landscape or open space X Natural _____ Designed X 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 X b. Approximate _____
source of information Records of the Board of Trustees of the College of California,
October 3rd, 1865 - page 236
7. Architect Frederick Law Olmsted Builder _____
Landscape
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 X Institutional _____ Business _____
Present occupant _____
11. Present use: current zoning status? _____ adjacent property zoning? _____
Residential: X single family _____ Duplex X multiple X
Commercial: _____ office _____ store _____ industrial _____ hotel _____
Institutional: X School _____ Church _____ hospital _____ park _____ University X
12. Present condition of property: _____
Exterior: excellent _____ good _____ fair _____ poor _____
Interior: excellent _____ good _____ fair _____ poor _____
Grounds: excellent _____ good _____ fair X poor _____

13. Description

7B

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 Commission

APPLICATION FOR REGISTRATION OF HISTORICAL LANDMARK

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.

3.

VC Campus

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

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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

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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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cont. on attached page

Signature

Date

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

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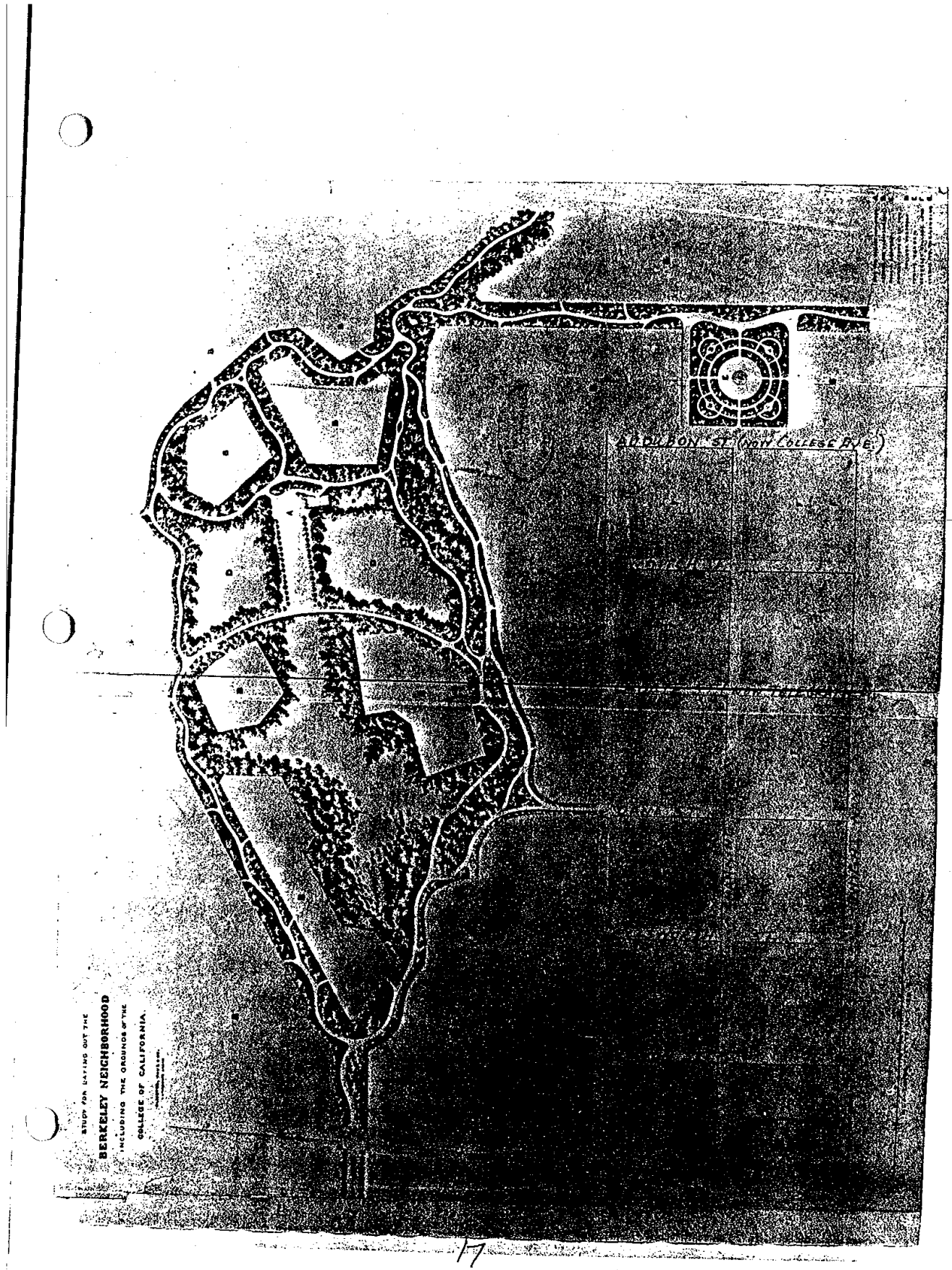
PHOTOGRAPHS, PRINTS, AND/OR DRAWINGS
(Both recent and historic, if available)

Maps:

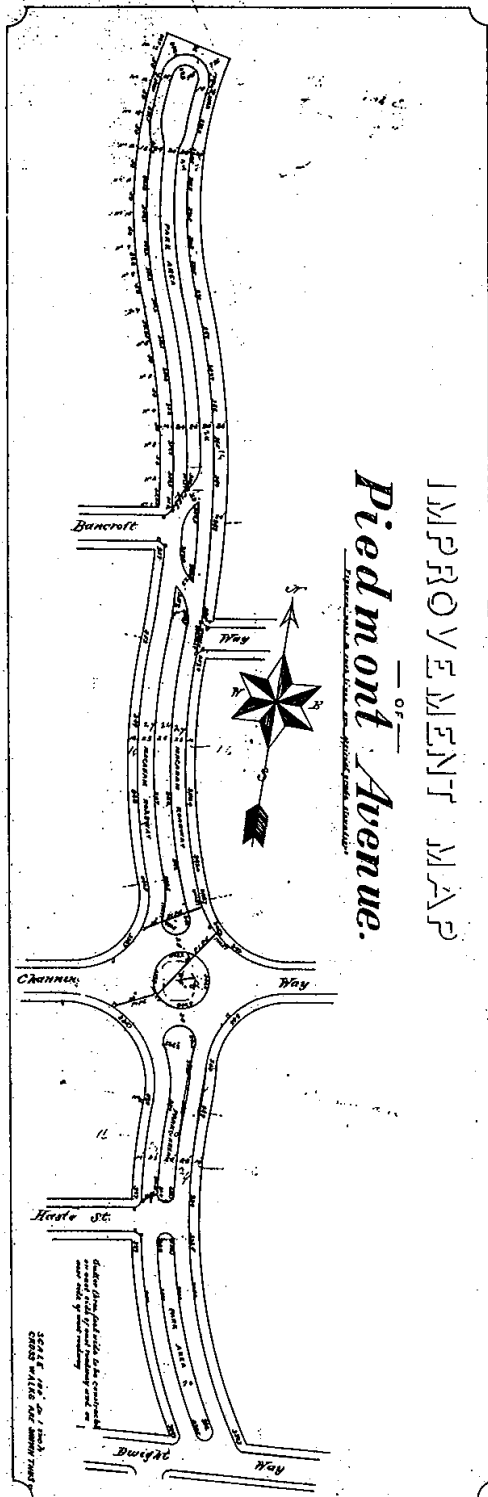
- A. Study for laying out the Berkeley Neighborhood including the College of California, by Olmsted, Vaux & Co., 1866.
- B. Map of a Portion of the Berkeley Property... as laid out by F.L.Olmsted, Officially adopted by the Board of Trustees of the College of California, May 3, 1868.
- C. Improvement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

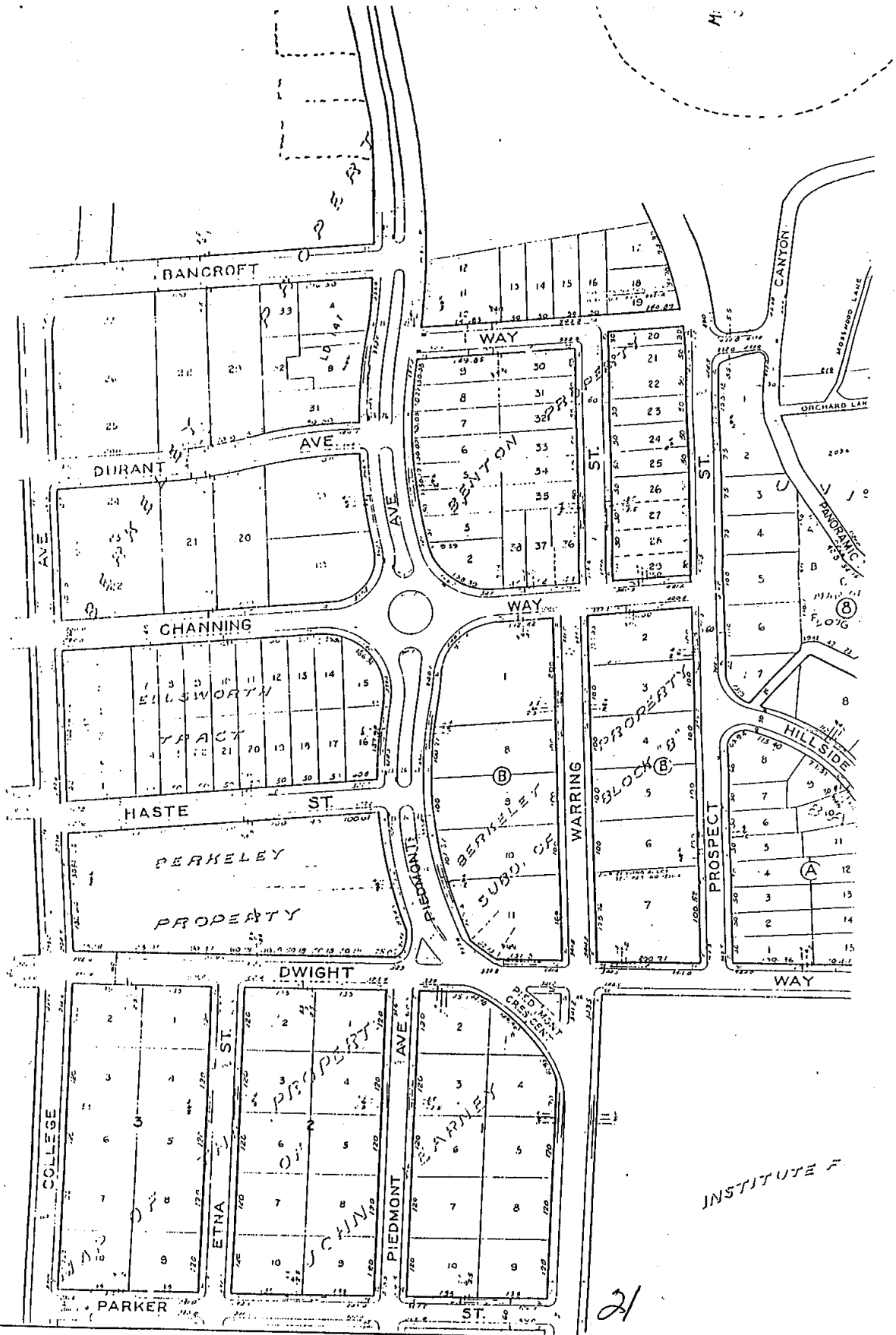




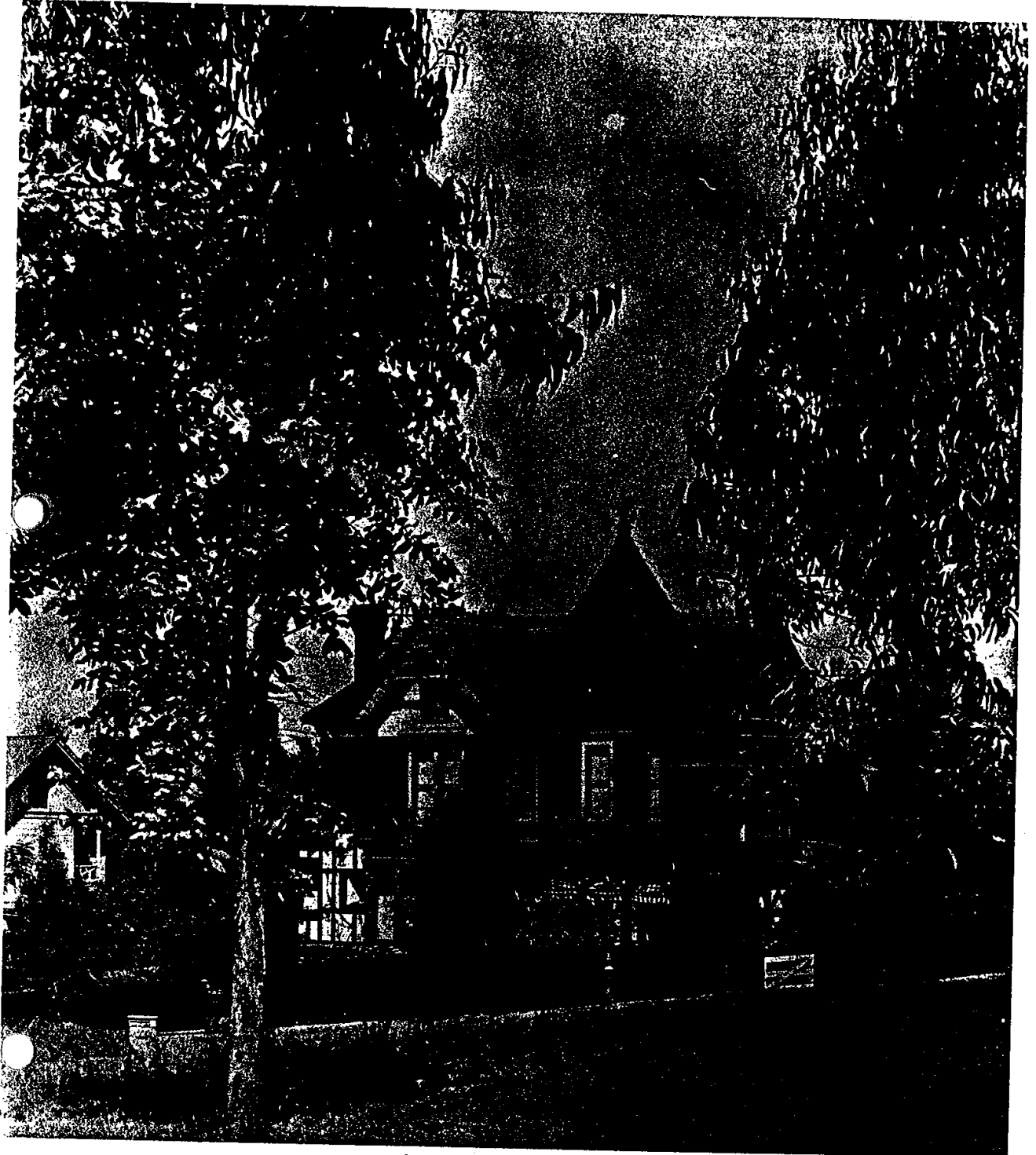




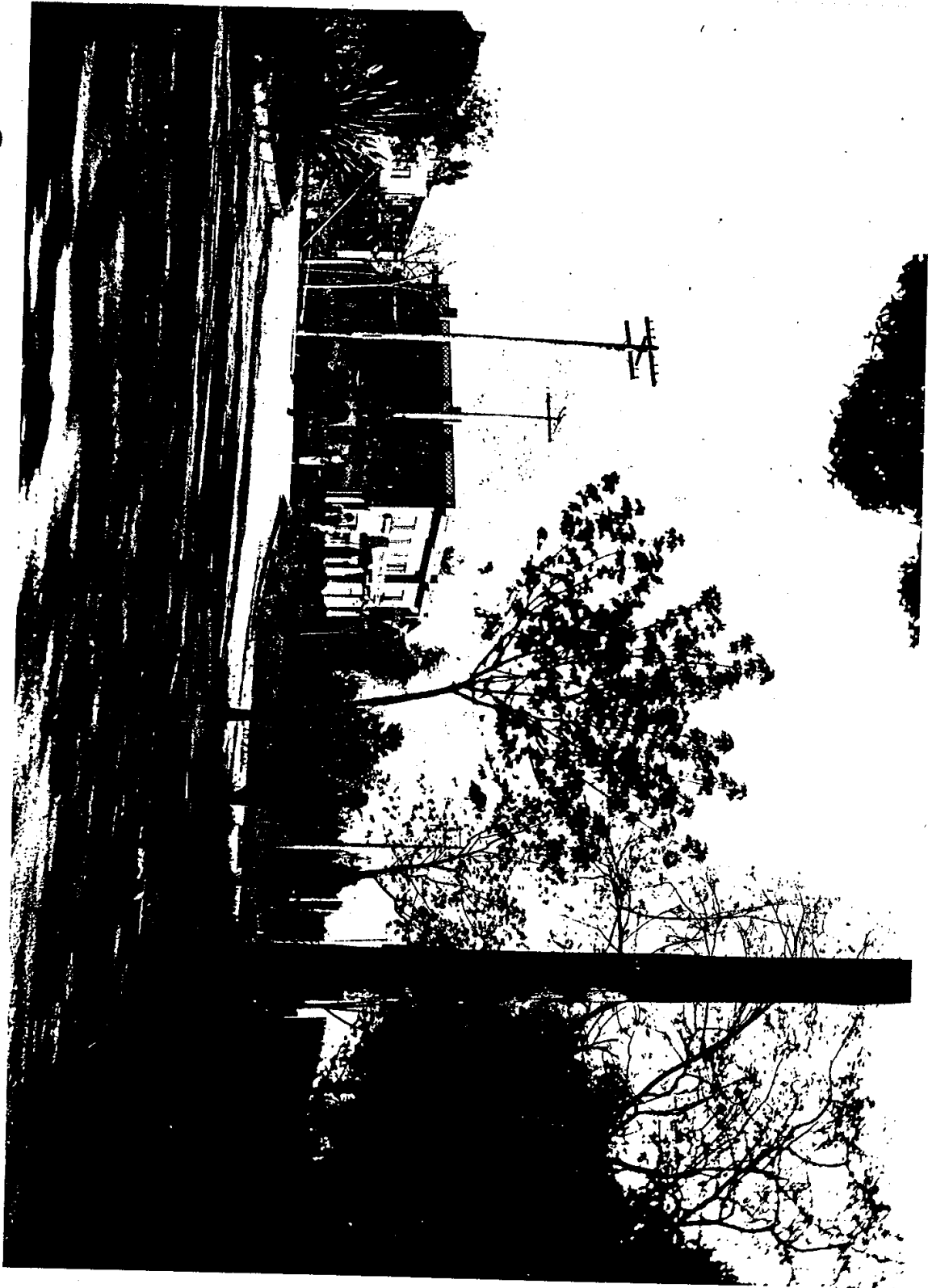
D. PIEDMONT AVENUE PARCEL MAP, City of Berkeley, 1988.

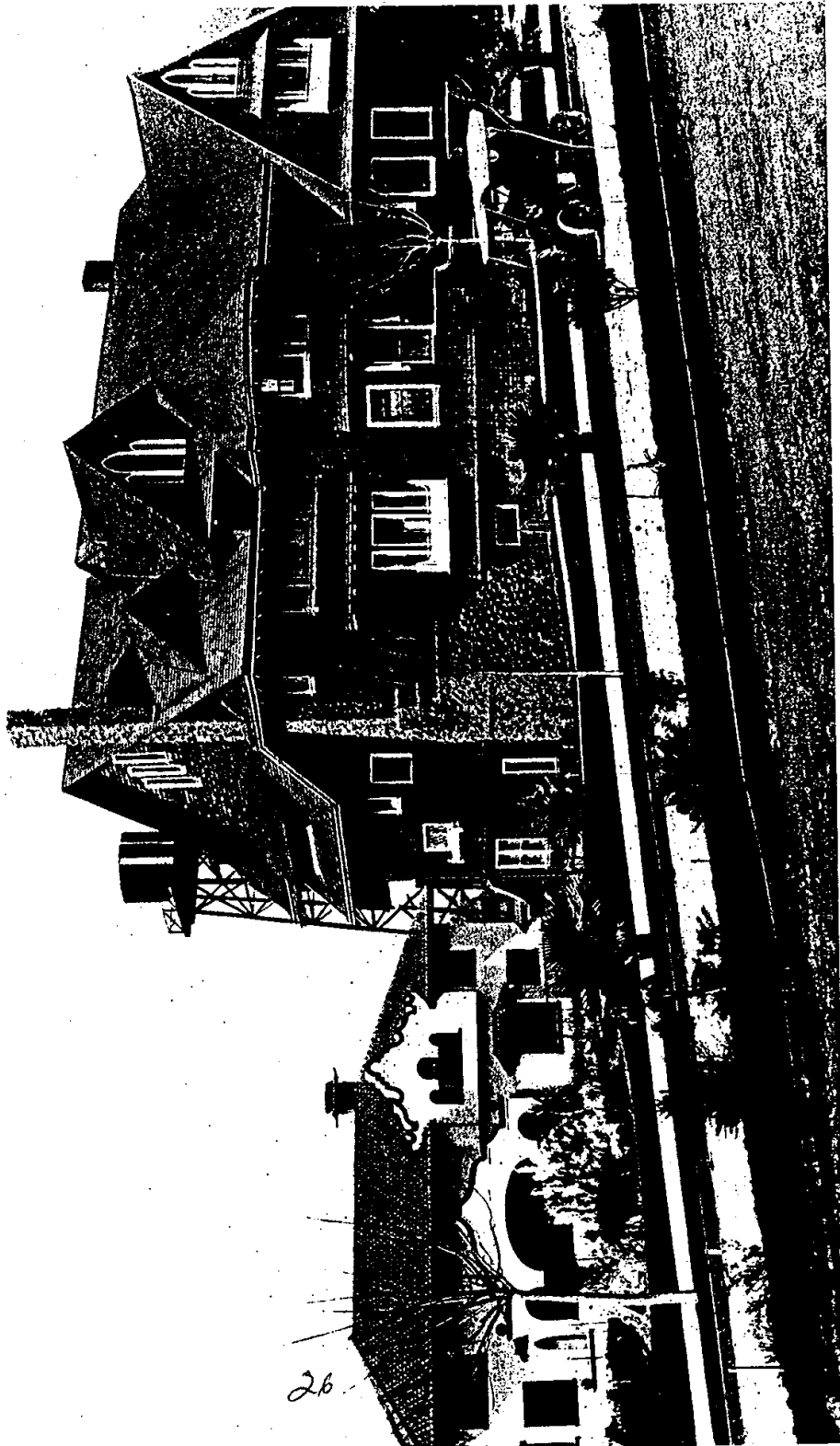






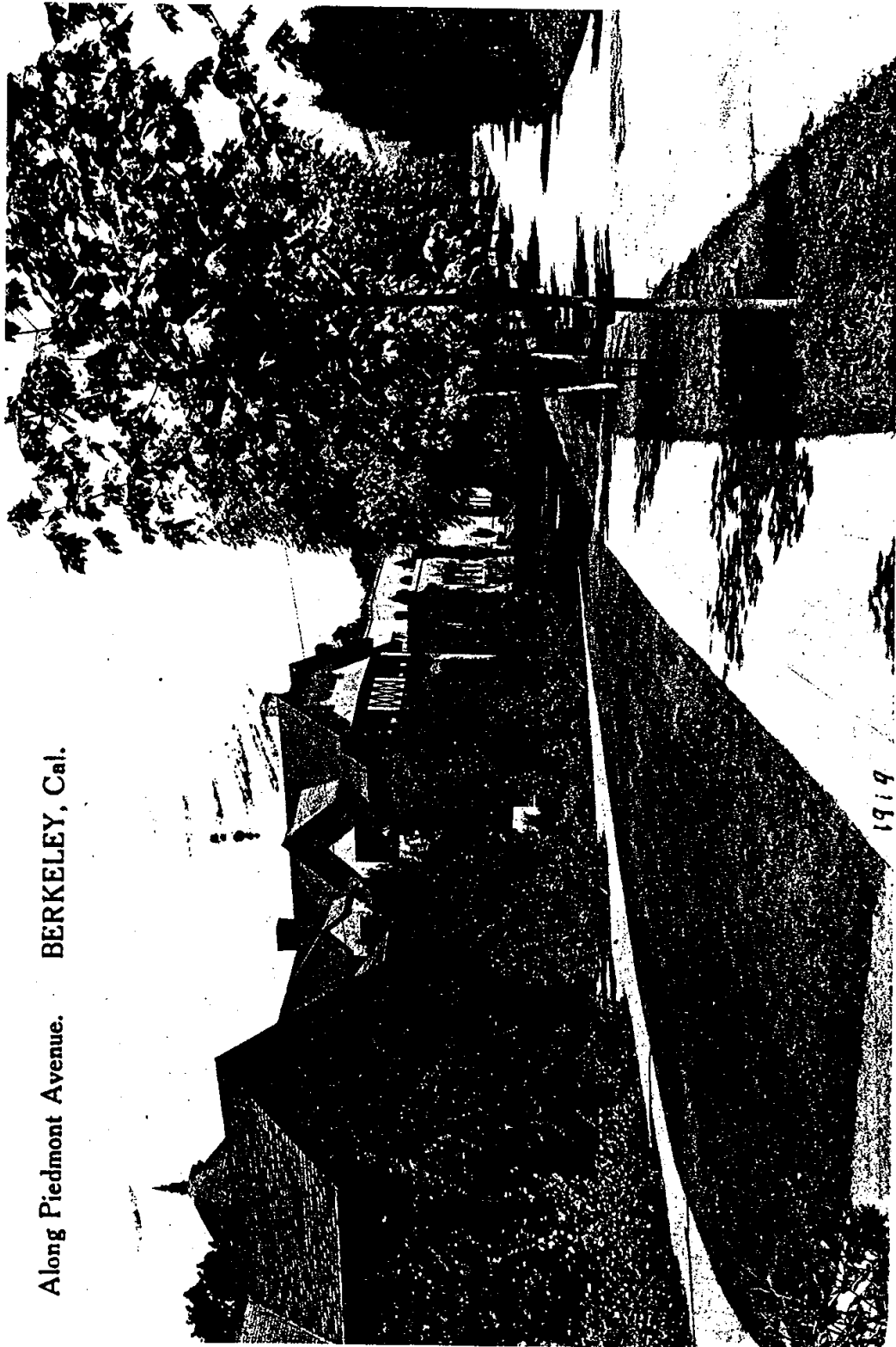


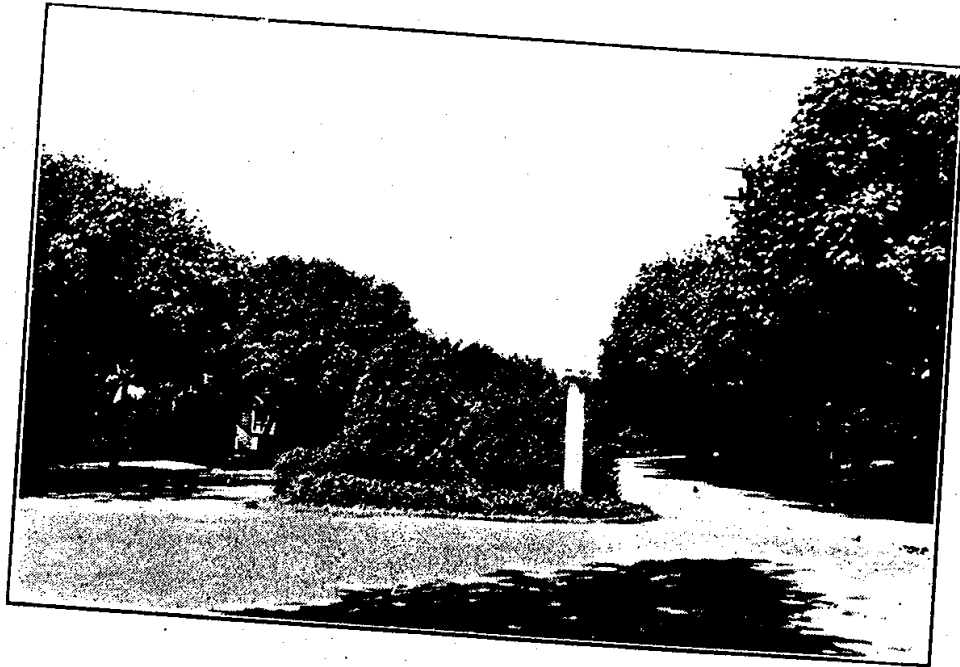




26

Along Piedmont Avenue. BERKELEY, Cal.

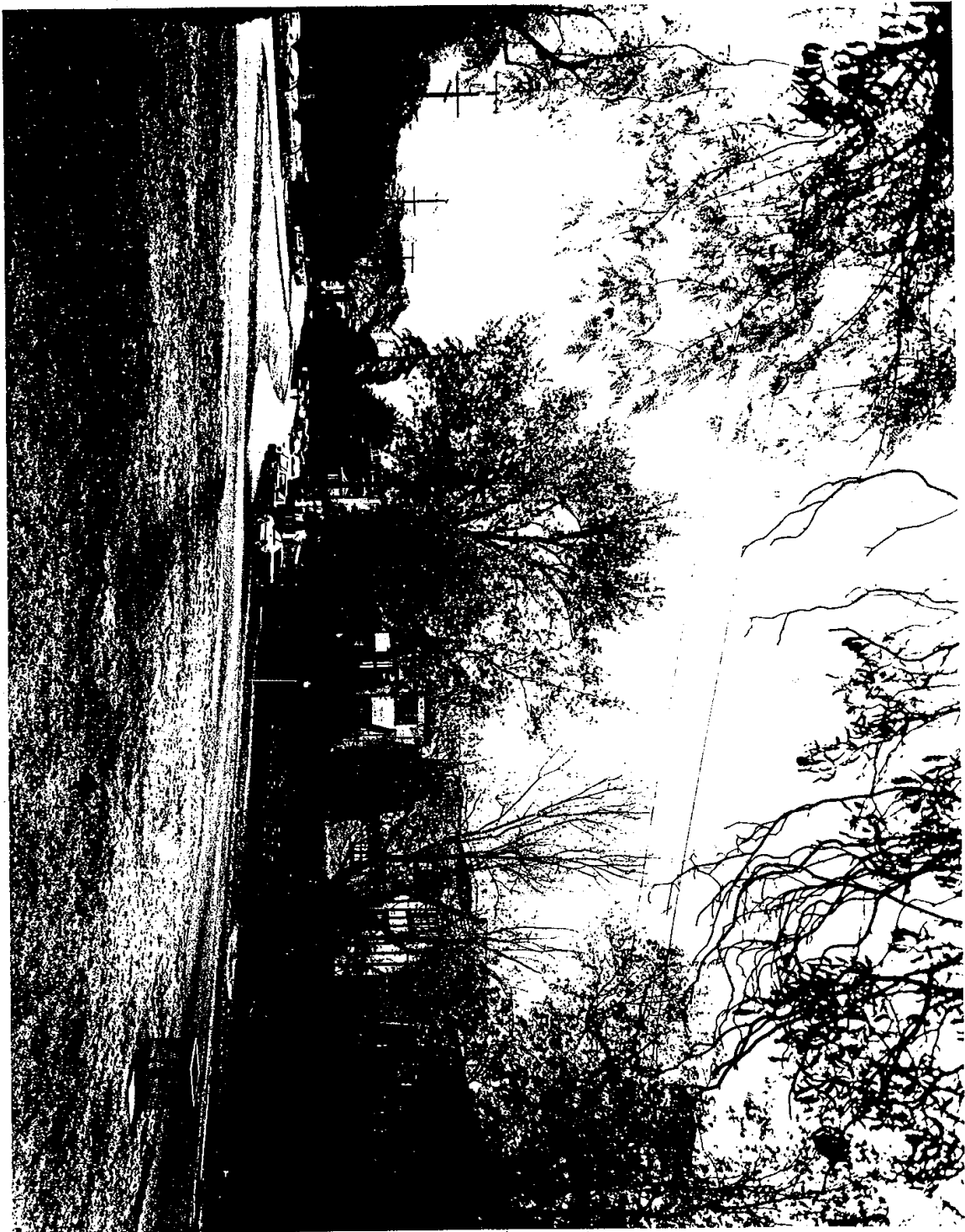


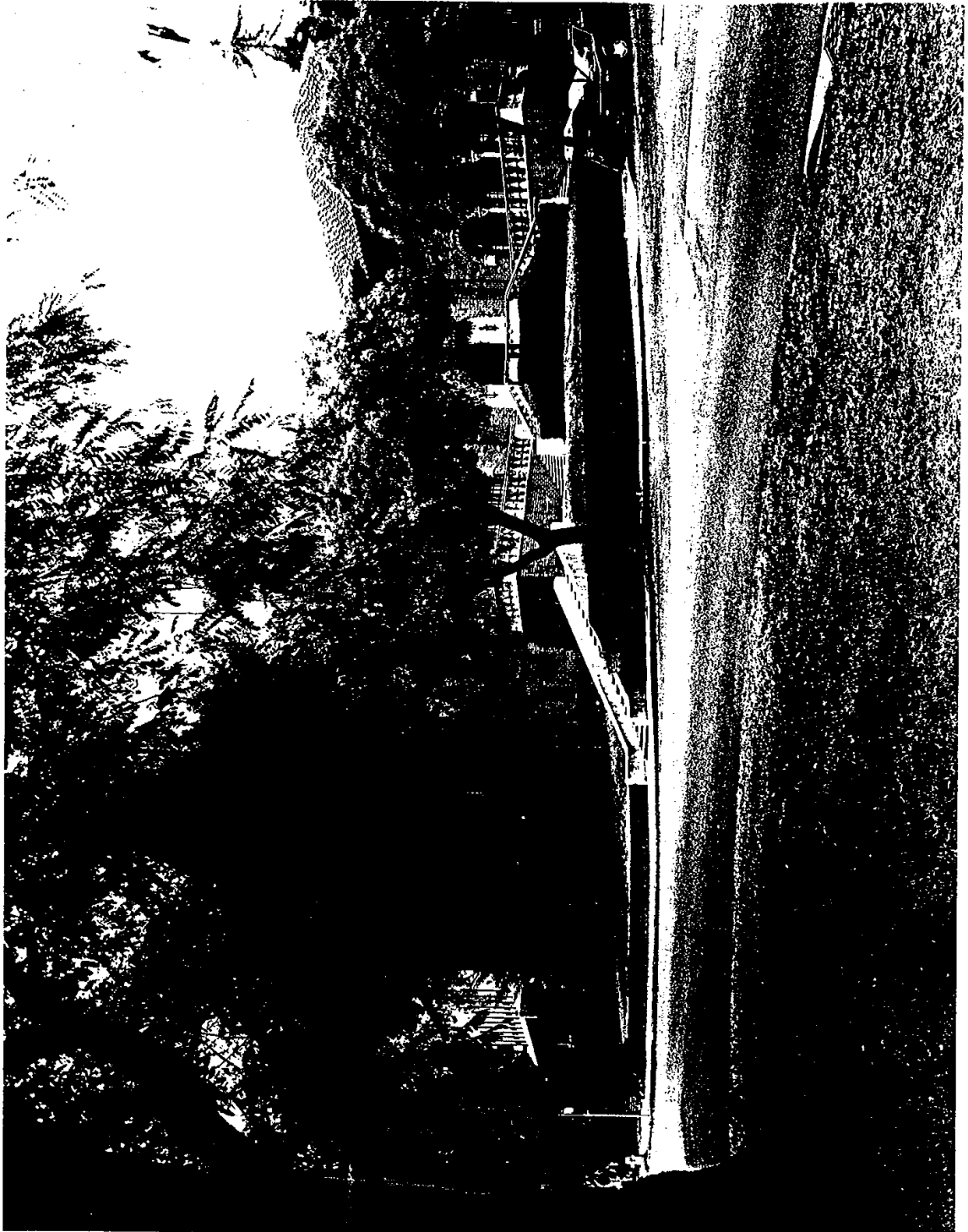


VIEWS OF PIEDMONT AVENUE

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.

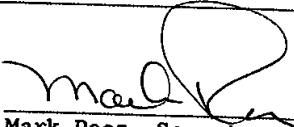
Motion Carried: Ayes: Cerny, Gordon, Jones, Marsh, Roha; Nay: -; Abstain: -; Absent: Aroner, Bright, Kusmierski.

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